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Chaitra 3, 1886 (Saka)

LOK SABHA DEBATES

Seventh Session
(Third Lok Sabha)

सत्यमेव जयते

LOK SABHA SECRETARIAT

New Delhi

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*The sign + marked above the name of a Member indicates that the Question was actually asked on the floor of the House by that Member.

LOK SABHA

Monday, March 23, 1964/Chaitra 3, 1886 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

Airports in Nepal

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*693. **Shri Bishwanath Roy:**
Shri Balkrishna Singh:
Shri Yashpal Singh:
Shri Vishwa Nath Pandey:

Will the **Prime Minister** be pleased to state:

(a) whether any proposal has been finalised between India and Nepal for construction of some airports in Nepal; and

(b) if so, whether any agreement has been signed?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) A formal agreement is likely to be signed shortly.

Shri Bishwanath Roy: May I know the important features of the proposals already made?

Shrimati Lakshmi Menon: The proposal is about building five airports and also doing some work at another airport, namely Gaucher. At Gaucher air-station, the hangar is to be constructed, and the other five airports are to be reconstructed and all necessary facilities to be provided.

Shri Bishwanath Roy: May I know whether the Government of India would have any sort of facility regarding the use of the airports built in Nepal?

Shrimati Lakshmi Menon: Certainly, the use of the airports and the facility for use of airports are to be determined by the terms of the agreement.

डा० गोविन्द दास: जहां तक इन हवाई अड्डों का सम्बंध है, ये किस के खर्च पर बनेंगे—भारत सरकार के या नेपाल सरकार के ?

Shrimati Lakshmi Menon: It is a part of the aid that India gives to Nepal under the aid agreement.

Shri Sham Lal Saraf: May I know whether these airports will be put to civilian use as well as military use, and whether the Indian Air Force also can use these airports?

Shrimati Lakshmi Menon: It all depends on the agreement. Negotiations are going on for the agreement.

Shri Basappa: May I know the total cost of building up of these airports and whether it will be shared and, if so, in what proportion?

Shrimati Lakshmi Menon: It would be Rs. 64.19 lakhs for the airports and Rs. 4·64 lakhs for the construction of a hangar at Gaucher.

Mr. Speaker: The hon. Member wants to know whether it will be shared to some extent by Nepal?

Shrimati Lakshmi Menon: The hon. Member knows that we are giving big aid to the tune of so many crores of rupees to Nepal.

श्री यशपाल सिंह : क्या सरकार के ध्यान में यह बात है कि नेपाल गवर्नमेंट

और किसी देश के साथ भी इसी तरह का एग्रीमेंट कर रही है ?

Mr. Speaker: He wants to know whether a similar agreement is being entered into by Nepal with any other Power also?

Shrimati Lakshmi Menon: For this purpose? No.

श्री विश्राम प्रसाद : क्या भारत सरकार ने नेपाल सरकार को इस बात के लिए रजामन्द कर लिया है कि अगर चीन से लड़ाई होगी, तो वह इस एयरपोर्ट को इस्तेमाल कर सकेगी ?

Shrimati Lakshmi Menon: I have already stated that all these things will be covered by the agreement.

श्री विश्वनाथ पाण्डेय : नेपाल में जो एयरपोर्ट भारत की सहायता से बनने जा रहा है, क्या उस पर पाकिस्तान और चीन के वायुयानों का भी आवागमन होगा ?

Shrimati Lakshmi Menon: It is for the Nepal Government to decide.

Jordan River Water Dispute

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*694. **Shri Harish Chandra Mathur**
Shri P. C. Borooah
Shri Bibhuti Mishra
Shri Vishwa Nath Pandey
Shri Hari Vishnu Kamath

Will the **Prime Minister** be pleased to state:

(a) whether the dispute over the use of Jordan River waters has been referred to him by representatives of Arab countries; and

(b) the reaction of Government in the matter and whether it has been communicated to the Arab countries?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) On the 4th January 1964, Envoys of eight Arab countries accredited to New Delhi called on the Prime Minister at their request to apprise him of the situation likely to arise by the diversion of the waters of the river Jordan by Israel.

(b) The Prime Minister informed the Ambassadors that our sympathies, as in the past, are with the Arab countries.

Shri Harish Chandra Mathur: May I know the implications of this Israeli project which has caused all this trouble, with reference particularly to the Partition Plan adopted by the U.N. in 1947 and its effect on the Arab countries?

Shri Dinesh Singh: I am afraid that that is too detailed a question which it will not be possible for me to answer within a short time. The whole point is that Israel is wanting to take some water from the Lake Tiberus and take it to the Negev desert. This will lower the water-level of the lake and will affect the flow of the river on to Jordan.

Shri Harish Chandra Mathur: My question has not been answered. I want to know whether it conflicts with the Partition Plan of the U.N. or not.

Mr. Speaker: The hon. Minister has said that it is a matter of great detail which it will not be possible to answer now.

Shri Harish Chandra Mathur: I want to know whether it is in contradiction with the Partition Plan or not. It can be answered with 'Yes' or 'No'. But if you think that it is a matter of detail, I have nothing to say.

Shri Dinesh Singh: The Partition Plan did not envisage partition of the water as such. This is a matter that has been discussed by several people at different times, but no agreement has been reached.

Shri Harish Chandra Mathur: What are the trends and consequences subsequent to the summit conference

of all the Arab nations in Cairo? What further developments have taken place as a result of it?

Shri Dinesh Singh: A communique was issued at the end of the conference which said that, first of all, they must explore every possible avenue of a peaceful settlement of this problem.

Shri Hari Vishnu Kamath: Besides the Arab States, has any approach been made to Government by the Israeli Government or the Israeli representative in India in connection with this matter? If so, has Government, in the interest of maintaining peace in West Asia advised the Arab States' representatives as well as the Israeli representative here to strive for a rapprochment or *modus vivendi* either directly by talks between themselves or through the agency or machinery of the U.N.?

Shri Dinesh Singh: The Israeli Government also conveyed their point of view. As I mentioned, we all hope that there will be a peaceful settlement of this problem.

Shri Daji: I am sure Government is aware that this dispute is becoming a hotbed of a possible hot war in that area. In view of that, what is the Government's own opinion about this dispute, and has Government communicated it to other important Governments of the world so that the dispute might be settled peacefully?

Mr. Speaker: Opinions cannot be asked during Question Hour.

Shri Daji: Has Government conveyed its opinion to other Governments in the world so that a conflict might be avoided?

Shri Dinesh Singh: It has not become necessary to convey our views.

Shri Hem Barua: In view of the fact that the Arab summit conference convened by President Nasser to discuss the problem of Jordan waters has taken a militant anti-Israeli stand which might lead to a conflagration in that area, has Government, in the interest of world peace, examined this particular problem and does it propose to play a distinctive role in the matter?

Shri Dinesh Singh: I do not know what role he envisages . . .

Shri Hem Barua: Peace role.

Shri Dinesh Singh: . . . but this is a matter to be settled between the Arab countries and Israel, and it will not be desirable for us to enter into it at this stage.

Shri Hem Barua: Both groups have requested our Government . . .

Mr. Speaker: We cannot do anything further. Next question.

Andamans Naval Base

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*696. { **Shri Subodh Hansda:** / **Shri S. C. Samanta:**

Will the Minister of **Defence** be pleased to state:

(a) whether Naval facilities have been developed at Port Blair at Andamans;

(b) whether this will be a training base or full-fledged naval base; and

(c) whether such a base is also essential in the east coast particularly in the coast of West Bengal and Orissa?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): (a) Yes, Sir; these facilities are being developed according to a phased programme.

(b) It will function as an operational base.

(c) The project for the establishment of a base and dockyard at Vishakhapatnam has been accepted in principle by the Government for implementation in a suitably phased programme. Another base on the east coast is not considered necessary at this stage.

Shri Subodh Hansda: What are the advantages for which the Andamans has been selected for this naval base, though it is far off the mainland?

The Minister of Defence (Shri Y. B. Chavan): Certainly for purposes of training and for protection of the eastern coast, it was considered necessary.

Shri Subodh Hansda: How long will it take to develop it as a major base?

Shri Y. B. Chavan: It is a gradual process. I cannot anticipate the exact period that will be necessary.

Shri S. C. Samanta: Will this establishment at Port Blair have any hydrographic survey around the Andaman and Nicobar islands, and if so, will a naval garrison be necessary?

Shri Y. B. Chavan: Not at the present moment.

श्री विश्राम प्रसाद : जैसा कि मैं जानता हूं, जितने लड़ाई के जहाज हैं, वे सब पुराने हो चुके हैं। तो मैं यह जानना चाहता हूं कि पाकिस्तान और चीन के खतरे को देखते हुए सरकार उनकी ओर ध्यान क्यों नहीं दे रही है ।

अध्यक्ष महोदय यह बिल्कुल दूसरा सवाल है ।

Shri Sham Lal Saraf: Are attempts afoot to turn this base into a bulwark of defence of the Indian ocean area?

Shri Y. B. Chavan: We have made a beginning. Whether it will become a bulwark for the entire Indian Ocean; it is rather difficult to say.

Shri Tridib Kumar Chaudhuri: May I know if the attention of Government has been drawn to a statement of one of the Pakistan Ministers in their National Assembly at Rawalpindi that they have lodged a protest against the building of a naval base at Port Blair and has Government any intimation of that?

Shri Y. B. Chavan: No, Sir.

Shri Himmatsinhji: Are we going to build this base on our own; or do we also propose to take help from other countries?

Shri Y. B. Chavan: On our own. It is our own base, and we shall do it on our own.

अख़बारी कागज में चोरबाजारी

*६९८. **श्री सिद्धेश्वर प्रसाद** : क्या **सूचना और प्रसारण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि अख़बारी कागज में चोरबाजारी बड़े पैमाने पर हो रही है ; और

(ख) यदि हां, तो इसे के क्या कारण हैं और इसकी रोक-थाम के लिये क्या क़दम उठाये गये हैं ?

सूचना और प्रसारण मंत्रालय में उप-मंत्री (श्री शमनाथ) : (क) जी, नहीं। तथापि कुछ समाचार-पत्रों और पत्रिकाओं के विरुद्ध अख़बारी कागज की चोरबाज़ारी की शिकायतें आई हैं ।

(ख) इसका मूल कारण मांग के मुक़ाबिले अख़बारी कागज की कमी है, और इससे लाभ उठाने के लिए कुछ समाचार-पत्र अपने सर्कुलेशन के आंकड़ों को बढ़ा-चढ़ा कर अधिक अख़बारी कागज ले लेते हैं ।

जिन अख़बारों की प्रचार संख्या के बारे में सन्देह होता है या जिन के विरुद्ध शिकायतें आई हों, उनकी पूरी जांच-पड़ताल के बाद वास्तविक आवश्यकता का निर्धारण करके इसी हिसाब से उनके अख़बारी कागज के कोटे में कांट-छांट कर दी जाती है। अख़बारों की प्रचार संख्या की जांच में अधिक कड़ाई की गई है । अख़बारी कागज की चोरबाज़ारी

रोकने के लिए अन्य प्रशासनिक उपाय भी किए गए हैं ।

[(a) No, Sir. Complaints have, however, been received regarding alleged black-marketing in newsprint by some periodicals and newspapers.

(b) The basic cause is apparently the inadequacy of newsprint to meet fully the demand for it and this is taken advantage of by some newspapers who obtain newsprint by inflated claims of their circulation figures.

Newsprint for newspapers, whose circulation figures are in doubt or against whom complaints are received, is allotted after strict scrutiny and the quota is readjusted to meet their actual requirements assessed on the basis of verified circulation. The verification of circulation figures of newspapers has been intensified. Other administrative measures have also been taken with a view to lessen the evil of black-marketing in newsprint.

श्री सिद्धेश्वर प्रसाद : अभी तक अखबारी कागज की चोर-बाजारी को रोकने के लिए जो क़दम उठाये गये हैं, वे क्या हैं और जो क़दम उठाये गये हैं, उनकी वजह से अखबारी कागज की चोरबाजारी रोकने में सरकार कहां तक सफल हुई है ?

श्री शामनाथ : पहला तो यह है कि जो हमारा पीरियाडिक चैकिंग होता है अखबारों के सर्कुलेशन का, उसको ज्यादा कड़ा किया गया है । दूसरी चीज यह कर रहे हैं कि जो हमारी टीम्ज़ सर्कुलेशन फ़िगर्ज़ को चैक करने जाती हैं उनको और ज्यादा बढ़ाया जा रहा है । तीसरी चीज़ यह है कि चार्टर्ड एकाउंटेंट्स का जो सर्टिफ़िकेट यह अखबार वाले हासिल करते हैं, उस में चार्टर्ड एकाउंटेंट्स पर ज्यादा ज़िम्मेदारी डाली जा रही है । चौथी यह है कि जो इनफ़ार्मेशन हम अखबार वालों से हासिल करते हैं, उसमें ज्यादा डिटेल्ड इनफ़ार्मेशन अब उनसे हासिल की जा रही है । एक तजवीज़ यह भी है कि फाइनेंस मिनिस्ट्री की इजाज़त से जो इनकम टैक्स आफ़िसर्स हैं उनका भी इस जांच में थोड़ा-बहुत दखल हुआ करे ।

श्री सिद्धेश्वर प्रसाद : अब तक किन अखबारों को और कितने अखबारों को चोर-बाजारी की वजह से पकड़ा गया है और उनके खिलाफ़ क्या कार्यवाही की गई है ?

श्री शामनाथ : जहां तक १९६२ का ताल्लुक़ है, जो १९६३ में रिपोर्ट इशू हुई है उसमें इसके मुताल्लिक़ ज़िक्र है ।

Shri Harish Chandra Mathur: May I know the increase in the number of newspapers and periodicals during the last two years, and whether the supply of newsprint has kept pace with; if not, why not, and why papers are forced to use white paper?

Shri Sham Nath: There has been a considerable increase in the number of periodicals and newspapers, but I have not got the figures in regard to the increase.

Shri Harish Chandra Mathur: The question is whether it has kept pace.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I may inform the hon. Member that the circulation of some of the periodicals, in the course of two years, has been doubled.

Shri Hari Vishnu Kamath: Some of the periodicals?

Shri Harish Chandra Mathur: Has it kept pace?

Mr. Speaker: That is not relevant. We are dealing with newsprint.

Shri Harish Chandra Mathur: Whether the supply of newsprint has kept pace with the increase in the number of periodicals—that is the main question—and whether the papers are forced to use white paper, if so, why?

Shri Satya Narayan Sinha: Simply because there is a shortage of newsprint, and newsprint we cannot have unless we have foreign exchange enough at our disposal. The indigenous production of newsprint is only to the extent of 30,000 tons. Hon. Member must be aware of NEPA. There is no other mill. We must get the newsprint from outside. For that we require foreign exchange. To the extent it is available to us, we have got it, and therefore, the hon. Member and the House are aware that all papers, big and small, are complaining that they are not getting enough of newsprint to keep up their circulation.

Shri Tyagi: Have instances come to the notice of Government, where newspapers, instead of blackmarketing in newsprint, have gone in for printing more copies than their circulation warrants, and have sold the printed paper as waste paper in the market, because that also pays?

Shri Satya Narayan Sinha: You mean white printing paper?

Mr. Speaker: They unnecessarily print more than they require, and then they sell it as waste paper.

Shri Tyagi: They print more than what is necessary for their circulation and make profits out of the sale of it as waste paper.

Shri Satya Narayan Sinha: We have not heard of it. I would certainly like to have it examined.

डा० गोविन्द दास : क्या यह सही नहीं है कि कुछ अच्छे अखबारों को कभी कभी इसलिए अखबारी कागज नहीं मिलता है कि वह अंग्रेजी के अखबारों को अधिक मिलता है और देशी भाषाओं के अखबारों को कम मिलता है ?

श्री सत्य नारायण सिंह : उस दिन मैंने बताया था कि अंग्रेजी के कुछ अखबार जरूर हैं जिनको काफी अखबारी कागज मिलता है लेकिन माननीय सदस्य को मालूम होना चाहिए कि दूसरों की जिनकी तादाद बहुत अधिक है, उनको भी तादाद के मुताबिक मिलता है । अंग्रेजी हिन्दी में हमने कोई खास तौर पर डिसक्रिमिनेशन नहीं किया है ।

श्री कमल नयन बजाज : न्यूज़प्रिंट में ब्लैकमार्किट का जो काम चल रहा है, उसमें क्या बड़े बड़े पेपर्ज वाले भी शामिल हैं ? यदि हां, तो क्या सरकार उनके नाम जाहिर करेगी जिससे यह धंधा बन्द हो सके ?

श्री सत्य नारायण सिंह : ब्लैकमार्किट में बड़े बड़े लोग जब तक शामिल न हों, तब तक बड़ी ब्लैकमार्किट हो नहीं सकती है । यह मानी हुई बात है । छोटे लोगों की ब्लैकमार्किट का कुछ नोटिस नहीं होता है । ब्लैकमार्किट को बन्द करने की कोशिश हो रही है । जैसे बताया गया है कि चैकिंग करने के लिए हमारे पास जो इंस्पैक्टोरेट है, उसकी तादाद कम है, उस तादाद को हम बढ़ाने जा रहे हैं । स्टेट गवर्नमेंट्स को भी रिक्वैस्ट किया गया है कि उनके पास कोई इसके बारे में इत्तिला हो तो खबर दें । होम मिनिस्ट्री की जो स्पेशल पुलिस है, उसको भी कहा गया है कि वे नजर डालें । फाइनेंस मिनिस्ट्री ने मेहरबानी करके कहा है कि उनके जितने इनकम-टैक्स आफिसर्स हैं डिस्ट्रिक्ट्स में, वे भी इस मामले में हमारी मदद करें । आइंदा जो इस तरह के लोग पकड़े जायेंगे, वे बड़े हों या छोटे, उनको काफी सजा मिलेगी ।

Shri A. P. Jain: On a point of order. In reply to part (a) of the question as to whether black-marketing in newsprint is going on on a large scale, the hon. Deputy Minister said "No". On the other hand, the Minister now says: yes, it is on a large scale, because big interests are involved.

Mr. Speaker: Both can be reconciled if he reads it.

Shrimati Savitri Nigam: As is apparent from the reply of the hon. Minister, he is seeking the co-operation of

various Ministries to improve the situation. May I know whether the Ministry itself is intending to revise the criteria when the allotment of newsprint is being made, to improve the situation?

Shri Satya Narayan Sinha: The question of criteria is not there. The question is that people who take newsprint and do not properly use it, sell it in the black-market.

Shrimati Savitri Nigam: No, Sir. Because the allotment has not been made properly, that is why somebody gets more than his requirements. My point is this.

Mr. Speaker: Shri Nath Pai.

Shri Nath Pai: Is it a fact that black-market in newsprint is carried on by papers of all persuasions, whenever they get the opportunity, irrespective of ideological differences, and that the reason why Government does not take action is that it wants to remain non-aligned between the so-called progressive and the so-called monopolist press?

Mr. Speaker: That does not arise.

Shri Satya Narayan Sinha: There is no question of non-alignment and alignment here.

Shri Nath Pai: Mr. Speaker, I am prepared to give evidence if you like . . .

Mr. Speaker: He may give evidence, but the question does not require any answer.

Shri Nath Pai: He gave some explanation.

Mr. Speaker: There are insinuations why the Government remains non-aligned, that this has been done by papers of all persuasions, etc. There is nothing that needs to be answered.

Shri Nath Pai: What was the reply? He said that action cannot be taken. (*Interruption*).

Mr. Speaker: I have not allowed the question, and therefore there is no answer. Shri Vishram Prasad.

श्री विश्राम प्रसाद : एक तरफ तो सरकार हिन्दी को बढ़ावा देना चाहती है दूसरी तरफ हिन्दी के अखबारों को कागज बहुत कम मिलता है । "आज" हिन्दी का एक बहुत प्रमुख अखबार है जिसको कागज न मिलने से अपनी बहुत सी कापियां बन्द कर देनी पड़ीं । तो क्या सरकार हिन्दी के अखबारों को ज्यादा कागज देने की सोचेगी ।

अध्यक्ष महोदय : इसका जवाब तो उन्होंने दे दिया ।

श्री विश्राम प्रसाद : इसका जवाब नहीं आया ।

अध्यक्ष महोदय : आ गया ।

श्री रामसेवक यादव । मैं जानना चाहता हूं कि जो अखबार अपने सर्कुलेशन की गलत खबर देते हैं, आंकड़े गलत देते हैं, उनको पकड़ कर क्या उनके खिलाफ कार्रवाई की गई । अगर हां, तो वे कौन कौन से अखबार हैं और उनके खिलाफ क्या कार्रवाई की गई ।

श्री सत्य नारायण सिंह : जिन जिन अखबारों के बारे में कार्रवाई हुई है उनकी जानकारी अभी हमारे डिप्टी मिनिस्टर साहब ने दी है । इसके अलावा जो रजिस्ट्रार की रिपोर्ट पेश हुई है हाउस में, उनके नाम उसमें दिये गये हैं । अभी तक जिनको पकड़ा गया है उन्हें अभी सजा तो नहीं हुई है लेकिन दो तीन केसेस हैं जो पेंडिंग हैं और अभी इस पर गौर हो रहा है कि उनके बारे में क्या किया जाये ।

श्री क० ना० तिवारी : अभी मन्त्री महोदय ने जवाब देते हुए कहा कि हिन्दुस्तान में न्यूजप्रिंट की कमी है इसलिये ब्लैक मार्केटिंग होती है और नेफा को छोड़ कर और जगहों में इस के मैटीरियल्स नहीं हैं । क्या अन्डमन

और निकोबार द्वीपों में भी इसके सम्बन्ध में कुछ खोज की गई है, जहां कि इस तरह का मैटीरियल मिल सकता है, जिसमें कि न्यूज-प्रिंट बन सके और उसकी ब्लैक मार्केटिंग बन्द हो सके ।

श्री सत्य नारायण सिंह : मैं नहीं जानता कि वहां क्या स्थिति है । तीन बड़ी फर्मों को लाइसेंस दिये गये हैं । अभी तक उन्होंने कोई काम शुरू नहीं किया है । हम लोग इसको देख रहे हैं कि अभी उन्होंने काम शुरू क्यों नहीं किया ।

श्री रामेश्वरानन्द : मैं जानना चाहता हूं कि समाचारपत्रों को जो कागज दिया जाता है वह किस किस भाषा के और किस किस लिपि के समाचारपत्रों को दिया जाता है और उनके देने का मापदण्ड क्या है ।

अध्यक्ष महोदय : यह किस तरह से कहा जाये ।

श्री रामेश्वरानन्द अध्यक्ष महोदय, मेरा प्रश्न है उसका कुछ उत्तर तो दिया जा सकता है । वे कुछ तो बतला दें ।

अध्यक्ष महोदय : मैं यही कह सकता हूं कि एक स्टेटमेंट यहां रख दिया जाये लेकिन सप्लीमेंटरी का जवाब तो इतनी जल्दी नहीं दिया जा सकता । बहरहाल एक स्टेटमेंट रख दिया जाये ।

Shri Koya: May I know what arrangements the Government have got to verify the circulation figures and to find out whether bogus claims are being made about the circulation?

Shri Satya Narayan Sinha: I have already said that the Directorate of Inspection is being strengthened and therefore we have sought the help of the Finance Ministry, the State Government and also the Home Ministry. I have detailed all these things.

Soldiers, Sailors and Airmen's Boards

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*700. { **Shri Rishang Keishing**
Shri Vishwa Nath Pandey:

Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that Government have taken steps to strengthen and revitalise the Soldiers, Sailors and Airmen's Boards;

(b) if so, the various steps taken; and

(c) the extent to which the steps so taken have been implemented?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): (a) Yes, Sir.

(b) and (c). A statement containing the required information is laid on the Table of the House.

STATEMENT

The following steps have been taken to strengthen and revitalise the Soldiers', Sailors' and Airmen's Board organisation:—

(i) Five new District Soldiers', Sailors' and Airmen's Boards have been started in 1963 at Alwar, Sikkar, Churu, and Kota in Rajasthan and Mahasu in the Himachal Pradesh.

(ii) Three Class II District Soldiers', Sailors' and Airmen's Boards, *viz.* Aijal and Shillong in Assam and Rewa in the Madhya Pradesh, have been upgraded to Class I.

(iii) 61 posts of welfare workers have been sanctioned in the States of Punjab, Rajasthan, Madras, Maharashtra and Uttar Pradesh, on an experimental basis to attend to the welfare of ex-servicemen.

(iv) The State Governments have been requested to appoint whole-time officers as Secreta-

ries of the State Boards in place of part-time or ex-officio Secretaries and also to revitalise the District Boards in the State. Replies from the State Governments on the action taken by them in the matter, are awaited.

(v) In response to requests made by the Central Government to all State Governments|Union Territories, the Soldiers', Sailors' and Airmen's Board organisation has been made permanent in eight States and three Union Territories, *viz.*, Andhra Pradesh, Assam, Bihar, Kerala, Mysore, Punjab, Rajasthan, West Bengal, Himachal Pradesh, Manipur and Tripura. The Government of Gujarat and the Delhi Administration have accepted the proposal in principle. Final replies from the remaining State Governments are awaited:

(vi) Additional staff has been sanctioned in a number of District Soldiers', Sailors' and Airmen's Boards, particularly in Punjab and Rajasthan, where recruitment is heavy.

Shri Rishang Keishing: May I know when the Central Government made a request to the State Governments and the Union territories to make the Soldiers, Sailors and Airmen's Board permanent, and whether there has not been delay on the part of the State Governments to comply with the request?

Shri D. R. Chavan: So far as making the employees of the Board permanent, we wrote to the various States, and so far, the States of Andhra Pradesh, Assam, Bihar, Kerala, Mysore, Punjab, Rajasthan, West Bengal, Tripura, Manipur and Himachal Pradesh have made the District Soldiers, Sailors and Airmen's Board organisation permanent departments of the State.

Shri Rishang Keishing: What is the expenditure likely to be incurred for appointing whole-time officers as Secretaries of the State Boards and on schemes to revitalise the District Boards in the States and how will it be met?

Shri D. R. Chavan: So far as the employees of the State Boards are concerned, they are employees of the State Governments, and their pay and allowances, etc., are paid by the States themselves. So far as the District Boards are concerned, the expenditure that is incurred is shared by both—50 per cent by the State Government and 50 per cent by the Board.

श्री विश्वनाथ पाण्डे : जो बोर्ड प्रान्तों में स्थापित हैं क्या वे हमारी आजाद हिन्द फौज के सिपाहियों के सम्बन्ध में भी सहायता प्रदान करेंगे जिनको न पेन्शन मिली है और न सहायता प्राप्त हुई है ।

Mr. Speaker: He wants to know whether INA personnel are also included.

Shri D. R. Chavan: The boards are meant for all the ex-servicemen, including INA.

Shrimati Sharda Mukerjee: I have received complaints that far from operating efficiently in some of the districts, the Board officers there are liable to mislead some of the illiterate widows and families of ex-servicemen and sometimes take false receipts from them. I would like to know whether the Government is aware of this and whether they are doing something to check it.

Shri D. R. Chavan: So far we are not aware of this. But if the hon. Lady Member passes on those complaints to us, we will look into them.

Shri Ramachandra Ulaka: May I know what is the criterion for appointment of whole-time officers as Secretaries of the State Boards and how many State Boards have already

appointed whole-time officers as Secretaries?

Shri D. R. Chavan: We have made requests to them to appoint Secretaries of the Board as whole-time officers. We are awaiting their reply.

Shri Hem Raj: Formerly there were welfare officers in the Boards in most of the States and they were removed May I know whether there is any proposal with the Government to appoint more welfare officers?

Shri D. R. Chavan: This information is contained in the statement itself. We have appointed so far 61 welfare officers.

श्री रामेश्वरानन्द : मैं जानना चाहता हूं कि गत मास में विमान दुर्घटना में जिन सेना के उच्चाधिकारियों की मृत्यु हुई थी उनके स्थान पर उसी स्तर के लोग क्या सरकार को इस बोर्ड को सफल बनाने के लिये मिल गये हैं ।

Shri Sham Lal Saraf: Besides looking to the welfare of the sailors, soldiers and airmen, may I know whether it is contemplated to provide some more work to these Boards and if so, of what nature?

Shri D. R. Chavan: It includes sailors, soldiers and airmen.

श्री यशपाल सिंह : कंसोलिडेशन आफ होल्डिंग्स ऐक्ट के मातहत सैनिकों को वर्स्ट पासिबल लैंड अलाट की जा रही है । क्या बोर्ड को यह अधिकार दिया गया है कि वह सैनिकों की तरफ से कोर्ट में जाकर उनके लिये अच्छी जमीनें ले सके ।

Shri D. R. Chavan: All these Boards will render all types of help to the ex-servicemen and the widows.

Shri Basappa: May I know whether representation for the ex-servicemen has been given on these Boards?

Shri D. R. Chavan: Yes, Sir.

Shrimati Savitri Nigam: In the statement, it has been mentioned that 61 posts of welfare officers have been created. May I know what would be the area of operation of these welfare officers and whether any funds have been placed at their disposal?

Shri D. R. Chavan: The area of operation would be the area that is covered by the Boards. Regarding the funds, I have already mentioned that the expenditure on these officers would be shared in the ratio of fifty-fifty.

Pindi-Peking Highway

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*701. **Dr. L. M. Singhvi:**
Shri Prakash Vir Shastri:
Shri Maheswar Naik:
Shri Hari Vishnu Kamath:

Will the **Prime Minister** be pleased to state:

(a) whether his attention has been drawn to reports that Pindi and Peking are being linked by a Highway and that the proposed Highway will be completed by 1965;

(b) whether Government are aware of the areas through which this Highway will pass, and whether this would trespass through any territory belonging to or claimed by India; and

(c) whether Government have taken any steps to assert India's rights on those territories either through diplomatic correspondence or otherwise?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Government have seen reports in the Press regarding a proposed Highway linking Rawalpindi with Peking.

(b) Although details regarding the proposal are not known, it is a fact that Pakistan has no frontier with China and any such Highway will necessarily have to pass through the Indian territory of Kashmir which is at present illegally held by Pakistan.

(c) The Government of India have, on various occasions, made it clear to the Governments of Pakistan and China that any agreement between them in regard to parts of Kashmir which are in the unlawful occupation of Pakistan will not be recognised by the Government of India as valid.

Dr. L. M. Singhvi: May I know whether the Government have assessed the military significance of the strategic consequences of the proposed road-link and if so, what is the Government's assessment?

Shrimati Lakshmi Menon: We have only seen reports from the communique issued in 1962 and also the various statements made by the Pakistan authorities. The whole thing is a tentative idea and we do not know what the implications will be.

Dr. L. M. Singhvi: Sir, I rise to a point of order. The assessment is not to be made after the road has come into existence. All assessments of military significance and strategic consequence have to be made now when the proposal is afoot and not after it is completed.

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): Obviously, the Defence Miinstry has to make these assessments from time to time. There is nothing particular to say about this. It is in our view not a very desirable thing to do.

Shri Nath Pai: The assessment or the building of the road? What is not desirable?

Mr. Speaker: For them to make this road.

Shri Hari Vishnu Kamath: For them to make the assessment?

Mr. Speaker: No, no.

Shri Hari Vishnu Kamath: What is not desirable? We could not follow. He said that something is not desirable.

Shri Tyagi: The road.

Mr. Speaker: The making of the road.

Shri Hari Vishnu Kamath: They are making it, aren't they?

Shri Nath Pai: "Desirable" is a very vague way of conveying his opinion.

Dr. L. M. Singhvi: May I know whether the Government of India have taken any steps to inform friendly foreign powers about the consequences of this road and the danger to India's security as a consequence of this road?

Shri Jawaharlal Nehru: I do not know what the hon. Member means by "friendly foreign powers". If he means other countries in the west like U.S.A., U.K., U.S.S.R. and others, certainly we have made statements here in this House and elsewhere pointing out that because this road will have to go through territory at present occupied by Pakistan in Kashmir—there is no other way for it to go—we object to it strongly. We have said so and everybody knows that.

श्री प्रकाशवीर शास्त्री : अभी प्रधान मन्त्री जी ने बताया कि इस सम्बन्ध में उन्होंने कुछ विरोध पत्र आदि भेजे हैं । मैं जानना चाहता हूं कि भारत सरकार के विरोध के बावजूद और जो हमारे कुछ इस प्रकार के मित्र राष्ट्र हैं जो काश्मीर के सम्बन्ध में भारत और पाकिस्तान के बीच में कुछ हल निकालना चाहते हैं, उनकी सहायता के बावजूद भी अगर यह सड़क बराबर बनती रहती है, तो भारत सरकार फिर उसको रोकने की दिशा में क्या प्रयास करेगी क्योंकि इससे भारत के राजनीतिक भविष्य पर बहुत दूरगामी प्रभाव पड़ने वाला है ?

अध्यक्ष महोदय : यह तो हाईपाथिटिकल है ।

श्री प्रकाशवीर शास्त्री : अगर विरोध के बावजूद भी सड़क बनती है तो भारत सरकार क्या करेगी ?

अध्यक्ष महोदय : इस वक्त यह नहीं कहना चाहिए ।

Shri Hari Vishnu Kamath: Considering that not so long ago China built a road from Sinkiang, linking Sinkiang with Western Tibet passing through our territory, and our protests against that proved futile and China is today using it merrily—that road—does the Government apprehend that our protest in this regard also may prove futile?

Shri Jawaharlal Nehru: We cannot say, because the whole concept of building the road is a very difficult one. Apart from our protests, the fact is it is difficult and it will not be easy for China or Pakistan to build that road—they might build it nevertheless, they might try to build it.

Shri Hari Vishnu Kamath: And, we cannot do anything?

Shri Jawaharlal Nehru: We cannot.

Shri Hari Vishnu Kamath: We will lose our territory again.

श्री प्रकाशवीर शास्त्री : प्वाइंट आफ आर्डर : ।

एक प्रश्न जब वह हिन्दी में पूछा जाता तो वह महत्व हीन होता है । उसी प्रश्न को यदि कोई दूसरा सदस्य अंग्रेजी में पूछता है तो वह महत्वपूर्ण हो जाता है । मैंने भी वही प्रश्न पूछा था जो श्री कामत ने बाद में अंग्रेजी में पूछा । मेरे प्रश्न के उत्तर की आपने अनुमति नहीं दी और उनके प्रश्न के उत्तर की अनुमति दे दी ।

अध्यक्ष महोदय : उन्होंने वही बात नहीं पूछी थी । आपका यह बात कहना नाजायज है । मुनासिब नहीं है । आपका सवाल हाईपाथिटिकल था, दूसरा ऐसा नहीं था । उन्होंने कहा कि एप्रीहेंशन्स क्या हैं । जवाब देते हुए कुछ और लफ्ज कह दिए गए हों, लेकिन उनका सवाल सिर्फ यही था कि गवर्नमेंट के एप्रीहेंशन क्या हैं । आपने कहा कि अगर वह कुछ न करें तो आप क्या करेंगे । आपकी दोनों में फर्क देखना चाहिए । मुझे तो फर्क लगता है । हो सकता है कि मेरी नजर में गलती हो ।

Shri Hem Barua: In view of Shri Bhutto's recent statement that Pakistan would take military aid from China, if necessary against India, this road is going to gain in high mobility at least in the supply of strategic material . ....

Mr. Speaker: All that statement is not needed; he may put the question.

Shri Hem Barua: It will be used for the supply of strategic materials by China to Pakistan. In the context of that, why is it that our Government has not taken a stronger position and brought this matter to the U.N.O., if necessary, and given a warning to Pakistan and China that our Government, because this road would lie through our territory, would not allow this road to be built? Why do they not take a strong position? Why should our policy be so halting and hesitant?

Mr. Speaker: That would be a suggestion for action. Shri Nath Pai.

Shri Hem Barua: May I submit that it is not a suggestion?

Mr. Speaker: Now he is arguing. The first portion was a suggestion. Subsequently, it is only arguing . . .

Shri Hem Barua: It is not a suggestion, Sir. I want to know the reason why Government is not doing it.

Mr. Speaker: Now Shri Nath Pai might sit down, because his colleague is insisting on putting a question. Only one can stand at a time.

Shri Nath Pai: Certainly. I stood up because you called me.

Shri Hem Barua: My submission is this. Possibly, my English was not all right there.

Mr. Speaker: I cannot find fault with his English. That is so superb and superior that sometimes it is difficult for me to follow it. But what I have said is that the first portion was a suggestion. In the second portion, he is arguing. Now Shri Nath Pai.

Shri Hem Barua: May I submit . .

Mr. Speaker:: It has to be decided by somebody. Who should decide it? Shri Nath Pai.

Shri Nath Pai: One of the major allegations of Mr. Bhutto at the Security Council has been that the move in the Kashmir Assembly to designate the Sadr-i-Riyasat as the Governor is unilaterally changing the *status quo* in Kashmir. In view of that allegation that this is nothing but changing unilaterally the *status quo* and, hence, violation of the United Nations resolution on Kashmir, may I know the instructions issued by the Prime Minister to the Indian delegation and whether they were carried out? Was it brought to the notice of the United Nations and, if not, why not?

Shri Jawaharlal Nehru: Shri Chagla referred to it in his speech in the United Nations in strong language.

Shri Bade: The hon. Prime Minister has stated that the Government have written to the Western Powers in this matter. He has also made some speeches in Parliament to that effect. What is the reaction of the Western Powers?

Shri Jawaharlal Nehru: No reaction.

Shri Tyagi: May I take it that the road-making operations in our territory at least have not yet started actually?

The Minister without Portfolio (Shri Lal Bahadur Shastri): I might inform the House that Pakistan Government themselves have stated that they have no such proposal. In fact, it was on the 3rd of March 1964 that one of the Ministers made some statement about this road. Later on, it was officially contradicted; that is to say, what the Minister had stated about the construction of this road was denied by stating that there is no specific plan. Of course, we do not know what they would be doing in the future but, for the present, they have contradicted the earlier statement of one of their Ministers.

Shri Tyagi: My question was independent of it. I wanted to ascertain whether the road-making operations have actually started in our territory or not. That is all. What they say is quite different. Have the Government any infromation as to whether they have started any operations in this respect in our territory or not?

Shri Jawaharlal Nehru: No, Sir, so far as we know.

Shri Nath Pai: Sir, on a point of order. I might in the beginning say that this may not strictly be termed as a point of order. What I want to point out is that the Prime Minister in reply to my question has stated that Shri Chagla has strongly protested. He could not have, and he never did it, because the Minister without Portfolio, who normally speaks for the Prime Minister, has stated that the first announcement came on the 3rd of March. Shri Chagla returned from the Security Council much earlier. So, how could he have protested when it was not known to him as it happened later? Was it in anticipation? We would like to have more co-ordination in the Government.

Mr. Speaker: The Prime Minister was not referring to that specific statement.

Shri Nath Pai: The first announcement was made only on that day.

Shri Ranga: May I, through you, request the Prime Minister not to cause us so much pain by merely trying so many times to stand up un-

necessarily? Can he not give his answers sitting, as you have yourself suggested. Our asking questions is inhibited because we do not want to cause him any pain.

Mr. Speaker: Now he might put his question uninhibited.

Shri Ranga: Sir, you must have been noticing it all these days that I have been trying to avoid putting questions to him.

Mr. Speaker: I joined him once in making that request to the Prime Minister.

Shri Hari Vishnu Kamath: Yes, Sir. You also requested him once. Now, let us leave it to him.

Shri Nath Pai: The mike has to be adjusted a little.

Shri Ranga: Why is it that the Government of India has not been careful enough to bring to the notice of the United Nations those press reports according to which the Pakistan Government was going to give this concession to China and cooperate in building up this road? If they had placed it as one of our complaints before the United Nations, possibly their denial also would have been on their records for future use.

Shri Jawaharlal Nehru: I do not know what the hon. Member means by placing it on record in the United Nations. The fact has been mentioned there by Mr. Chagla in the course of his speech recently. And thus far it is rather an idea which is being suggested in newspapers, not confirmed by either Government. But the idea is there. It is a very difficult concept to make about that road there. Anyhow, it was referred to by Mr. Chagla in his speech there.

Military Personnel Killed in NEFA and Ladakh

*702. **Shri Hem Raj:** Will the Minister of **Defence** be pleased to state:

(a) whether the final list of the military personnel killed, missing and wounded in the NEFA and Ladakh operations has been prepared; and

(b) if so, the final number arrived at?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): (a) Yes Sir.

(b) The requisite information is as under:—

	Army	*Air Force*
(1) Killed	1,381	Nil
(2) Missing (believed killed).	1,698	1
(3) Wounded	1,047	Nil

Shri Hem Raj: May I know whether the pension cases of those persons who have been taken as killed have been finalised?

Shri D. R. Chavan: Majority of their cases have been finalised.

Shri Hem Raj: May I know whether all those cases, about which an answer was given last time that they are to be traced, have all been traced? In November last, in reply to a question, it was stated:

> "The number of Indian personnel still unaccounted for is 771. There are some bodies in the demilitarised zone in Ladakh and the Thagla Ridge area details of which we are endeavouring to obtain."

The Minister of Defence (Shri Y. B. Chavan): That number is quite reduced now. The number of missing and unaccounted today stands at 123.

Shri Bishwanath Roy: May I know whether the Government has got any idea about the Chinese soldiers who

were killed while trying to kill our own jawans?

Shri Y. B. Chavan: No, Sir. We have no information.

Shrimati Savitri Nigam: May I know if it is correct that the salaries of the wounded soldiers who are still in the hospital have been reduced by half?

Shri Y. B. Chavan: I will require notice for this because I have no information on this just now.

Shri Hari Vishnu Kamath: In the category of persons missing (believed killed)—that is how I heard him—the number is one thousand and odd. Has the Government tried to ascertain definitely from our Embassy in Peking, the International Red Cross and other sources, whether there are still any prisoners of war in Chinese hands and whether the lists given by the Chinese are fake or what?

Shri Y. B. Chavan: When we come to this presumption that they are believed to be killed, normally we reach this presumption after a very long process of enquiry with the repatriated persons, the Red Cross organisation and various other organisations.

Shri Hari Vishnu Kamath: My question was whether they have tried to ascertain if there are still some prisoners of war in the Chinese hands?

Shri Y. B. Chavan: I do not think there are any prisoners of war in the Chinese hands now.

Shri Hem Barua: During our last visit to NEFA, we came across a burning ground on this side of Sela where there were heaps of ashes and bones of the jawans who bled for our country. May I know why is it that the Government have not yet considered it necessary or desirable to do the minimum in their memory to raise a monument at the particular spot hallowed by their blood?

Shri Y. B. Chavan: It is a suggestion. We will consider it.

Shri Hem Barua: It happened in 1962 and up till now they have not considered this suggestion and, Sir, if you see that spot you will feel....

Mr. Speaker: What next? They have not considered that suggestion.

Shri Hem Barua: I am sorry, they have not considered it.

Mr. Speaker: That is all right. He is sorry, but what next?

Shri Y. B. Chavan: I would like to explain this. The matter was considered. It was thought necessary that we might consider this question after the emergency was over because if it is to be done it should be done in a proper way. And certainly some steps will have to be taken to protect the memorial also. It is no use putting it up under difficult conditions: So, really speaking, thought was given to this matter, and it is not that it was not considered. It was considered. The present thought is that it should be considered and some memorial should be raised in NEFA after the emergency is over.

Shri Basappa: May I know whether there are any missing officers still and whether all those officers who have since returned have joined duty and whether they have been interviewed and what the experience gained in restoring the morale of these people is?

Shri Y. B. Chavan: I have already given the number of missing personnel.

Mr. Speaker: The second part of the question is whether all those who were missing have been traced and have come back and joined duty?

Shri Y. B. Chavan: Those who have come back have joined their normal duties.

Dr. M. S. Aney: May I know whether the decision that something will be done after the emergency is over to raise a memorial is a matter of

record or it is only an expression of opinion here?

Shri Y. B. Chavan: It is my opinion and it has certainly some sanctity as I am expressing it on the floor of the House.

Dr. M. S. Aney: I want to know whether it is a matter of record.

श्री यशपाल सिंह : क्या सरकार यह बतला सकती है कि कितने घराने ऐसे हैं जिन के कि सुपुत्र लड़ते हुए मरे हैं और उन घरों पर आज तक स्टेट गवर्नमेंट्स या सेंट्रल गवर्नमेंट का कोई भी आफिशल रिप्रेजेंटेटिव नहीं पहुंचा है, ऐसे घरानों की तादाद कितनी है ?

Shri Y. B. Chavan: I do not think that there are any houses like that.

Shri Ranga: May I know whether we have made any appeal to the International Red Cross to approach the Chinese Government and ascertain to their own satisfaction whether any of our prisoners of war are still there either officially or unofficially in some camps or in hospitals or in various other places, to be sure that the statement made by the Chinese Government is absolutely correct?

Shri Y. B. Chavan: May I say that even when we had a larger number of prisoners of war in China, we had approached the International Red Cross to approach the Chinese Government but the Chinese Government refused to deal with the International Red Cross. So, after that, we have not tried that source.

श्री कमलनयन बजाज : क्या मन्त्री महोदय ने इस पर भी विचार किया है कि जो मिसिंग सोलजर्स हैं उनकी फैमिलीज के वास्ते पेंशन जो कुछ देने की है क्योंकि उनमें कुछ मर गये होंगे, कुछ लापता होंगे और कुछ जिन्दा होंगे तो कम से कम उनकी फैमिलीज को हार्डशिप न हो, कुछ ऐसा रास्ता निकाला जाय जिससे उनको पेंशन और जो राहत देना चाहते हैं वह पूरी पूरी उनको मिले क्या इसके बारे में कुछ विचार किया गया है ?

श्री यशवन्तराव चह्वाण : हमने इस पर विचार किया है और कुछ ऐक्शन भी इस बारे में लिया है ।

U. S. Submarine for Pakistan

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*703. { **Shri Kachhavaiya:** / **Shri Joachim Alva:**

Will the Minister of **Defence** be pleased to state:

(a) whether Government are aware that U.S.A. will arm Pakistan with its first submarine;

(b) the calculated danger to India's security by this addition to Pakistan's navy; and

(c) whether Government propose to continue their declared policy neither to manufacture nor to utilise submarines?

The Deputy Minister in the Ministry of Defence (Shri D. R. Chavan): (a) Yes, Sir.

(b) The addition of this submarine would result in some increase of the offensive capability of the Pakistan Navy.

(c) Proposals are under consideration for the purchase of submarines for the Indian Navy for effective anti-submarine training of our surface fleet.

श्री कछवाय : अभी मन्त्री महोदय ने जो अंग्रेजी में मेरे मूल प्रश्न का उत्तर दिया है मुझे उसे हिन्दी में समझा दिया जाय ।

अध्यक्ष महोदय : तजवीज है उस पर गौर किया जा रहा है कि हम ऐसी चीज हासिल करें और ऐसी चीज इंडियन नैवी के लिए बनायें ।

श्री कछवाय : इस स्थिति को देखते हुए जबकि हमारे देश पर शत्रु मंडरा रहा है तो जल्दी से जल्दी और क्या सरकार ज्यादा तादाद में अमरीका से पनडुब्बी खरीदने का कोई विचार कर रही है ?

Shri D. R. Chavan: We have mentioned that the matter is under consideration.

श्री कछवाय : क्या इस बात को ध्यान में रक्खा जा रहा है कि अमरीका जो सौदा कर रहा है पाकिस्तान से उसमें कोई ऐसी शर्त है कि वहां पाकिस्तान वह पनडुब्बी भारत के खिलाफ़ काम में न लाये ?

Shri D. R. Chavan: That is a different question. It does not arise out of the main question. Even if it did, I have not got that information with me here just now.

श्री कछवाय : अध्यक्ष महोदय, मेरा प्रश्न इसी के सम्बन्ध में है ।

अध्यक्ष महोदय : माननीय सदस्य यह जानना चाहते हैं कि पाकिस्तान जो सबमैरिन ले रहा है . . .

श्री रघुनाथ सिंह : ले लिया ।

Shri Nath Pai: It is coming here in July.

Shri Y. B. Chavan: Our information is that they possibly can use it for training purposes. But certainly it has offensive capabilities. That we will have to take note of.

Shri R. S. Pandey: Since the proposal to purchase is under consideration, what are the terms and conditions to get submarines from America or any other country?

Shri Y. B. Chavan: Terms and conditions? Not on our side. May be on their side perhaps.

Shri Tyagi: What part of it is under consideration? Is the question to have submarines or not under consideration or only the purchase is under consideration?

Shri Y. B. Chavan: The decision can be taken only when we know about the availability. It is not a question of merely taking a decision which cannot be implemented.

श्री रघुनाथ सिंह : सुरक्षा विभाग के पास इस वक्त दो शिपयार्ड हैं । मैं यह जानना चाहता हूं कि क्या ऐसी कोई योजना है कि अपने ही शिपयार्डज में सबमेरिन का उत्पादन किया जाये ।

श्री यशवन्त राव चव्हाण : नहीं ।

श्री त्यागी : अध्यक्ष महोदय, मेरे सवाल का जवाब नहीं दिया गया है ।

अध्यक्ष महोदय : अगर नहीं दिया गया है, तो अब रहने दीजिए ।

Shri A. P. Jain: The supply of a submarine by the US to Pakistan is a very serious matter for us. Has any enquiry been made to ascertain whether one of the conditions on which the submarine has been supplied is that it will not be used against India?

Shri Nath Pai: Against whom is it meant then? It is very obvious.

Mr. Speaker: Order, order.

Shri Hari Vishnu Kamath: There is silence on the Treasury Benches!

Shri Y. B. Chavan: I want notice.

Shri Bade: On a point of order.

Mr. Speaker: The question was whether they have ascertained from the US Government that in case of a conflagration between Pakistan and India this submarine will not be used against India.

Shri Y. B. Chavan: I have no information in the Ministry. That was why required notice. Possibly I will have to consult the External Affairs Ministry.

Shri A. P. Jain: How is it possible?

Shri Y. B. Chavan: It is possible.

Shri A. P. Jain: It is very strange.

Shri Hari Vishnu Kamath: The Prime Minister is here. He might say on behalf of the External Affairs Ministry.

Shri Nath Pai: I also wanted to put a question in connection with that aspect, but meanwhile I would ask whether the Defence Minister will seriously take up the question of acquiring submarines—not just considering—from countries friendly to us like Sweden which has an expertise in the production of submarines and which we may be able to acquire without in any way infringing our policy and having humiliating conditions imposed?

Mr. Speaker: Suggestion.

Shri Nath Pai: Whether they are trying?

Mr. Speaker: They will consider.

Shri Nath Pai: May I respectfully say that the reply to Shri Tyagi's question was so vague that I have to put this question? America is not the only country producing submarines. There are enough other countries. Why should we try to go after England and America always?

Shri Y. B. Chavan: Other countries were not consulted. I must certainly admit that.

Shri Tyagi: One thing may be clarified.....

Mr. Speaker: No. In this manner, I cannot allow him to put a question. He begins the question before he is identified.

Shri Bade: On a point of order.

Mr. Speaker: He is a lawyer. He must consider whether there is really a point of order.

Shri Bade: There is. I want your protection.

Mr. Speaker: Protection?

Shri Bade: Protection and a clarification.

Part (b) of the question is 'the calculated danger to India's security by this addition to Pakistan's navy'. When Shri Kachhavaiya had tabled that question, we had certainly that in mind. So naturally the Minister must have thought that there is no such danger because there is this condition that it would not be used against India. So I want a clarification on that. Why is the Ministry sleeping on that point?

Mr. Speaker: He is, as I said, a lawyer. Which is the constitutional point or rule of procedure transgressed?

Shri Bade: We are in the dark about the situation. I am anxious to know the actual facts.

Mr. Speaker: A point of order is always intended to assist the Speaker in proceeding according to the Rules of Procedure and Constitution. Here, the point of order is not to assist the Speaker but to obstruct him. I have appealed again and again and when the lawyers stand up and put that point of order, I feel surprised at that moment at least . . . (*Interruptions*).

Shri Bade: Let me clear myself.

Mr. Speaker: No, no; he has already cleared himself.

Shri Tridib Kumar Chaudhuri: All these years, we have been led to understand that the United States Government had given us a specific assurance that arms aid given to Pakistan would not be used against India. Am I to understand from the answer given by our Defence Minister that that assurance is no longer holding good and it has been abrogated?

Shri Y. B. Chavan: That assurance does operate now and is applicable thereto.... (*Interruptions*).

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): That assurance has certainly been given by the United States and so far as it goes we rely upon it but how far it prevents Pakistan from using any arms....

Shri Hari Vishnu Kamath: Misusing it.

Shri Jawaharlal Nehru: Or Misusing it, I cannot say.

Shri Hem Barua: Have we enquired about the misuse?

Mr. Speaker: Mr. Hem Barua—has he forgotten his question? I cannot wait any longer.

Shri Hem Barua: May I submit, Sir, that you are a past master in witty remarks and I was thrown off my balance. I am gaining my balance.

May I know if it is a fact that the United States proposes ultimately to build up Pakisan as a big maritime power in South-East Asia in order to give some relief to their own 7th fleet and, if so, whether Government have enquired into this matter or examined this particular aspect?

Shri Jawaharlal Nehru: I do not know what the hon. Member means by 'building up Pakistan as a big maritime power'; one submarine does not make a big maritime power...

Shri Hem Barua It will lead.... *(Interruptions)*.

Shri Jawaharlal Nehru: It may or may not; it is a doubtful matter. It is our intention to get a submarine for training, but it is very doubtful whether it is of much use to us compared to the other things; we have always to consider relative things, as to what is more useful the amount we spent on a submarine or the amount we spend on an air-craft. It is the opinion of many of our people that an aircraft is more important than a submarine. However, it is our present intention and we are considering to get a submarine for training purposes, if we can get it.

Shri Ranga: I am glad that he has at last replied that they have begun to consider the possibility of purchasing it from some countries. The Prime Minister wants us to believe that it is not of such a dangerous consequences.

Mr. Speaker: We need not enter into any arguments, he may be put his question.

Shri Ranga: It brings to our mind what he has said about the Aksai Chin road. We have stated here: calculated danger to India's security. Have our Ministers etc. here as well as our representatives in Washington brought it to the notice of the various ambassadors here as well as the President and the Secretary of State and the other concerned people in the United States and expressed our apprehension that this accretion of strength to Pakistan's Navy by the American sale or supply of a submarine is likely to be very serious and therefore, likely to have serious consequences on our defences and, therefore, impressed on them that first of all it would be wrong for them to supply it to them and, secondly, they should at least make this danger less by agreeing to supply to us one at a reasonable price?

Shri Jawaharlal Nehru: I do not know, Sir....

Mr. Speaker: Only that part—whether we have informed the other countries.

Shri Jawaharlal Nehru: We have not informed them specifically of this, but in considering all this process of armament, we have informed them and we have told them.

U.N. Peace-Keeping Force

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*704 { **Shri Hari Vishnu Kamath:** / **Shri Maheswar Naik:**

Will the **Prime Minister** be pleased to state:

(a) whether there is a proposal before the United Nations for raising a peace-keeping force on a permanent basis;

(b) whether some countries have already formed a nucleus to that end;

(c) whether the Government of India have been sounded or approached in this connection; and

(d) if so, the reaction of Government thereto?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) There is no such formal proposal before the United Nations.

(b) Last year the Governments of Denmark, Finland, Netherlands, Norway and Sweden had made offers to the Secretary-General of the United Nations of "stand-by" military units which could be made available to the United Nations for use in United Nations Peace-Keeping operations and which could be kept in readiness for assignment to the United Nations duties. The Secretary-General of the United Nations has accepted these offers.

(c) and (d). No, Sir. While the Government of India support the principle of the creation of an International Police Force to maintain peace and security, they consider that such a force can only be really useful if there is general disarmament.

Shri Hari Vishnu Kamath: Is it a fact that the Soviet Union and France, members of the United Nations, refused to make any financial contribution to the peace-keeping operations of UN forces in the Congo and Gaza despite the Hague Court's verdict....

Mr. Speaker: What is the question?

Shri Hari Vishnu Kamath: ...and is Government pursuing this matter in the UN in the interest of world peace and a future world Government and trying to persuade all the other nations who are reluctant to join the U.N. force for peace-keeping operations....

Mr. Speaker: Question Hour is over. The supplementary is too long.

Shri Hari Vishnu Kamath: In that case you need not have asked me to put a supplementary.

Mr. Speaker: If the supplementary had been a short one, I would have allowed the answer.

WRITTEN ANSWERS TO QUESTIONS

Deportation of Indian National from Burma

***695. Shri Indrajit Gupta:** Will the **Prime Minister** be pleased to state:

(a) whether an Indian national, Dr. Suvi was recently deported from Burma under the Emergency Powers Act; and

(b) if so, whether the reasons for the Burmese Government's action have been ascertained?

The Deputy Minister in the Ministry of External Affairs (Shri Dinesh Singh): (a) Yes, Sir.

(b) The Government is not aware of the exact grounds for his deportation. Our Embassy in Rangoon have approached the Government of Burma to ascertain the reasons for his deportation but no information in this regard has yet been received by them from the Burmese Government.

I.A.F. Plane Aircrash

***697 { Shri P. C. Borooah: Shri Inder J. Malhotra:**

Will the Minister of **Defence** be pleased to refer to his statement made on the 18th February, 1964 and state:

(a) whether the I.A.F. transport aircraft Ilyushin-14 which was missing with 13 abroad has since been traced;

(b) if so, in what condition and where;

(c) whether an inquiry has been conducted in this regard; and

(d) whether Government propose to give any relief to the families of the missing officers of Army and Air Force?

The Minister of Defence (Shri Y. B. Chavan): (a) No, Sir.

(b) Does not arise.

(c) A Court of Inquiry has been ordered and its report is awaited.

(d) Yes, Sir.

Naval Exercises

*699. **Shri D. C. Sharma:** Will the Minister of **Defence** be pleased to state:

(a) whether Indonesian and Pakistani newspapers and other publicity media have characterized India's participation in the current Commonwealth naval exercises near Singapore as a move directed against Indonesia; and

(b) if so, the reaction of Government thereto?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). Government's attention has been drawn to the recent Press reports in Pakistan newspapers regarding Indonesia's reaction to the Joint Commonwealth Exercises in the Indian Ocean area. The suggestion made in Pakistani newspapers is without any foundation.

Supersonic Fighters

*705. **Shri P. C. Borooah:**
Shri J. B. S. Bist:
Shri D. C. Sharma:
Shri Ramachandra Ulaka:
Shri Dhuleshwar Meena:

Will the Minister of **Defence** be pleased to refer to the reply given to Starred Question No. 21 on the 18th November, 1963 and state:

(a) whether a decision has since been taken regarding the joint production of supersonic fighter aircraft in collaboration with U.A.R. and

(b) if so, the nature thereof?

The Minister of Defence Production in the Ministry of Defence (Shri Raghuramaiah): (a) The matter is under consideration.

(b) Does not arise.

Tarapur Atomic Plant

*706. **Shri Indrajit Gupta:**
Shri D. D. Puri:
Shri P. R. Chakraverti:
Shri Vishwa Nath Pandey:
Shri S. N. Chaturvedi:
Shri A. N. Vidyalankar:

Will the **Prime Minister** be pleased to state:

(a) whether his attention has been drawn to the statement of the Chairman of the U.S. Joint Congressional Atomic Energy Committee to the effect that the cost of constructing the Tarapur Atomic Power Plant by the General Electric Co. is unaccountably far higher than that of constructing a similar plant in the U.S.A. by the same company; and

(b) if so, whether Government propose to look into the matter carefully.

The Minister Without Portfolio (Shri Lal Bahadur Shastri): (a) and (b). Government have seen press reports regarding a statement attributed to Senator Chet Holifield, Vice-Chairman of the U.S. Joint Congressional Committee on Atomic Energy regarding the cost of construction of atomic power stations at Tarapur and at Oyster Creek, New Jersey. While there are significant differences between the cost of construction of the two stations, they are not as large as reported in the press, nor are they unaccountably higher. Some of the factors contributing to the difference in cost are explained in the statement laid on the Table of the House. [*Placed in Library. See* [redacted]

Letter of Shri Tariq Abdullah

*707. **Dr. L. M. Singhvi:**
Shri Hem Barua:
Shri Prakash Vir Shastri:

Will the **Prime Minister** be pleased to state:

(a) whether his attention has been dawn to a letter of Mr. Tariq Abdullah, son of Sheikh Abdullah, appearing in the London Times of the 3rd March, 1964; and

(b) the action, if any, taken or proposed to be taken against the author of the aforesaid letter and for the purpose of correcting the impression created by it?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) There is no basis for the statements in the letter. The Indian High Commission in London has been asked to issue a contradiction.

Pakistan Helicopter Incident

*708. **Shri Hari Vishnu Kamath:**
Dr. L. M. Singhvi:
Shri D. C. Sharma:
Shri Kachhavaiya:

Will the Minister of **Defence** be pleased to refer to the statement made in response to the Calling Attention Notice regarding the Pakistan helicopter incident on the 9th March, 1964 and to questions raised thereon and state:

(a) whether an inquiry has been held in the matter;

(b) if so, by whom; and

(c) the findings of the inquiry?

The Minister of Defence (Shri Y. B. Chavan): (a) to (c). A strong protest has been lodged with the Government of Pakistan in regard to the incident in question. The nature of further action to be taken against the breach of Civil Aviation Regulations by the Pakistani helicopter will be examined on receipt of the reply of that Government.

The Commissioner of Jalpaiguri Division, West Bengal, went down to West Dinajpur on 10th March 1964 and met the District Magistrate and the Superintendent of Police and cross-questioned persons very closely on the landing of Pakistani helicopter at Gangarampur on 6th March. According to the report received from the Commissioner, the helicopter was a three seater "BELL-BUBBIE" with a maximum ceiling of 11,000 feet and a top speed of 65 knots. From the description of markings and from clothes worn by the occupants, it seemed that they were members of the staff of PIA (Pakistan International Airways). The helicopter had civil markings "AP-AOF".

Instructions have been given by the Commissioner to the Civil authorities that in future such landings should be opposed with whatever force or civil arms that may be available and an attempt should be made to capture the inmates.

Firing by Pakistanis in J. & K.

*709. **Shri D. C. Sharma:**
Shri P. C. Borooah:

Will the Minister of **Defence** be pleased to state:

(a) the findings of the U.N. Observers with regard to the exchange of fire that continued for about a week from 5th March, 1964 across the Jammu border; and

(b) Government's reaction thereto?

The Minister of Defence (Shri Y. B Chavan): (a) and (b). The findings of the U.N. Chief Military Observer are awaited. He has, however, been using his good offices to resolve the issue. A cease-fire has been effected in the Grave-yard area since 11th March 1964. As a result of the meeting held between the Indian and Pakistani Divisional Commanders at

Suchetgarh on 17th March, forces of the two sides have been disengaged and all trenches, bunkers and other defence works demolished or removed.

Alleged letter from Bakshi Ghulam Mohammed in East African Paper

*710. **Shri Hari Vishnu Kamath:** Will the **Prime Minister** be pleased to state:

(a) whether his attention has been drawn to the report in the Hindustan Times, dated the 25th February, 1964 regarding a letter allegedly written by Bakshi Ghulam Mohammed to the 'East Africa Standard', Nairobi;

(b) whether the authorship of the said letter has been traced and established; and

(c) if so, the action taken in the matter?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes Sir, Government have also seen the alleged letter published in the 'East Africa Standard Nairobi.

(b) The alleged letter was a pure forgery and was circulated to newspapers and others by the Pakistan High Commission in Nairobi. Bakshi Ghulam Mohammed has issued a denial of a similar letter which appeared in the 'Blitz' recently:

(c) Government have apprised the Indian Missions abroad of these facts, to enable them to expose this forgery.

Indians Kidnapped by Pakistanis

*711. **Shri P. C. Borooah:** Will the **Prime Minister** be pleased to state:

(a) whether it is a fact that four Indian nationals including two women who were forcibly kidnapped by East Pakistani Rifles personnel on the 9th February, 1964 from the Shreenagar-Samarendranganj track, are being prosecuted under Pakistani Passport Act for alleged illegal entry into Pakistan.

(b) if so, Government's reaction thereto; and

(c) the steps proposed to secure their return?

The Minister of State in the Ministry of External Affairs (Shrimati Lakshmi Menon): (a) Yes, Sir.

(b) and (c). Protests have been lodged by the Tripura Government as well as by our Deputy High Commissioner at Dacca, with the East Pakistan Government. The Government of East Pakistan have also been requested to institute immediate enquiries into the matter and to arrange for the safe return of the Indian nationals, but no reply has so far been received, excepting a routine acknowledgement stating that the matter is receiving attention.

Rocket Launching

*712. **Shri D. C. Sharma:**
Shri P. C. Borooah:
Shri Onkar Lal Berwa:
Shri Hem Barua:

Will the Minister of **Defence** be pleased to state:

(a) whether a high-altitude three stage composite rocket was fired by the Defence Research and Development Organisation from the Chandipore sea range on the 11th March, 1964 for the first time; and

(b) if so, the salient features of the rocket; and

(c) how far the test launching was successful?

The Minister of Defence Production in the Ministry of Defence (Shri Raghuramaiah): (a) Yes, Sir.

(b) The rocket consists of 3 stage propellant rocket motors. The first two stages were indigenous which were designed and developed by the Defence Research and Development Organisation. The rocket was instrumented to record information regarding altitude reached, stage separations etc. to be telemetered to the ground. The instrumentations and telemetring devices were also designed and deve-

loped by Defence Research and Development Organisation.

(c) The test launching was successful.

New Transmitter for A.I.R.

*713. **Dr. L. M. Singhvi:** Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether Government propose to purchase a Czechoslovakian transmitter for the All India Radio;

(b) whether Government had invited global tenders for the purpose;

(c) if so, whether any decision has been taken so far; and

(d) whether Government have worked out any time-table for the purchase and installation of the tarnsmitter?

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): (a) and (b). The Government propose to purchase a super high power mediumwave transmitter from Rupee Payment Countries and global tenders have been invited by the Department of Supply for this purpose.

(c) A decision can be taken only after the tenders have been opened which are due on 24th March, 1964.

(d) The time-table would be worked out when the delivery terms of the successful tenderer are known.

Settlement of Tibetan Refugees in Orissa

1379. **Shri Ramachandra Ulaka:** Will the **Prime Minister** be pleased to state:

(a) the progress made so far regarding the rehabilitation of Tibetan refugees in Ganjam District (Orissa); and

(b) when the rehabilitation work would be completed?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) The work of reclamation of land, construction of houses and roads, provision of water supply etc. is in progress. 750 Tibetan refugees are in the process of rehabilitation. First crop has already been raised in an area of 150 acres.

(b) In about 2 years.

Transmitter at Jeypore

1380. **Shri Ramachandra Ulaka:** Will the Minister of **Information and Broadcasting** be pleased to state the progress made so far with regard to the installation of 10 K.W. mediumwave Transmitter Station at Jeypore in Koraput District (Orissa)?

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): The installation of the 10 kw mediumwave transmitter at Jeypore is nearing completion and is expected to be commissioned into service by the middle of this year.

S.C. and S.T. on Orissa Employment Exchanges

1381. **Shri Ramachandra Ulaka:** Will the Minister of **Labour and Employment** be pleased to state:

(a) the number of candidates belonging to Scheduled Castes and Scheduled Tribes registered in various employment exchanges in Orissa as on the 31st December, 1963; and

(b) the number out of them who were provided with employment assistance during 1963?

The Minister of Labour and Employment (Shri Sanjivayya): (a) and (b):

Category of applicants	No. on Live Register as on 31-12-63	No. placed in employment during 1963
(1)	(2)	(3)
Scheduled Castes	5,267	1,387
Scheduled Tribes	10,174	2,094

Unemployed Technical Personnel in Andhra

1382. Shri E. Mdhusudan Rao: Will the Minister of **Labour and Employment** be pleased to state:

(a) the number of technical personnel registered in various employment exchanges in Andhra Pradesh as on the 31st December, 1963; and

(b) the number out of them who were provided with employment during 1963?

The Minister of Labour and Employment (Shri Sanjivayya): (a) 10,427.

(b) 2,457.

Indians in U. K.

1383. Shri B. P. Yadava:
Shri Bishanchander Seth:
Shri Dhaon:
Shri Yashpal Singh

Will the **Prime Minister** be pleased to refer to the reply given to Unstarred Question No. 3 on the 18th November, 1963 and state:

(a) whether the Memorandum from the Indian Workers' Association of Great Britain concerning Indian nationals residing in the United Kingdom has been examined by Government;

(b) if so, the decision arrived at; and

(c) the steps taken to remove the difficulties experienced by Indian nationals in U.K.?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) Yes, Sir.

(b) and (c). It has been generally decided to issue Indian passports to those Indians who travelled to the United Kingdom on forged passports after a suitable interval.

Teaching of Hindi through A. I. R.

1384. Shrimati Savitri Nigam: Will the Minister of **Information and Broadcasting** be pleased to state whether any efforts are being made to revive the teaching of Hindi through A.I.R. in non-Hindi speaking areas which was discontinued in view of the emergency?

The Minister of Parliamentry Affairs (Shri Satya Narayan Sinha): The question of resuming the broadcast of Hindi lessons for listeners in non-Hindi speaking areas will be considered as soon as it is possible to find the necessary time for them in All India Radio's programme schedules, without effecting the broadcasts relating to national development and emergency. Meanwhile, however, the question of revising the previous sets of lessons so as to make them more useful and effective has been receiving A.I.R.'s attention.

Air-Field at Sirsa

1385. Shri Hari Vishnu Kamath: Will the Minister of **Defence** be pleased to state:

(a) whether the Chief Engineer Western Command recently invited tenders for the Sirsa airfield (Punjab);

(b) if so, the number of tenders received, together with the names of the tenderers;

(c) the rates quoted in each tender;

(d) whether any tender was allowed to be altered after it had been admitted, and, if so, the reasons therefor; and

(e) which tender was finally accepted?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) and (c) Although nine firms were invited to tender, there was response from two firms only. These firms quoted as under:—

(i) Shri Telu Ram Jain
Rs. 86,61,045.70.

(ii) Shri C. Lyall & Co Rs. 1,08,21,216.00.

(d) and (e). On scrutiny of the tenders, the rates quoted by the lower tenderer for some items of work were considered freak, being very low, and therefore, unworkable. For some other items, the rates were considered to be on the high side, Besides, some arithmetical errors were noticed in the tender. In accordance with the current orders on the subject, reference was made to the lower tenderer. In reply, the tenderer intimated that he had made some changes in the rates quoted by him and had already communicated these changes immediately after submission of the tender.

In view of the urgency of the work and on the ground that there was little possibility of obtaining a lower quotation by retendering, it was decided by Army Headquarters to authorise the Chief Engineer to accept the revised offer of the lower tenderer. After allowing for adjustments in "freak" and high rates and correcting arithmetical errors, the contract was concluded by the Chief Engineer with Shri Telu Ram Jain for the sum of Rs. 1,00,84,176·20.

This case is however at present under investigation.

Houses for Plantation Workers

1386. Shri P. C. Borooah: Will the Minister of **Labour and Employment** be pleased to refer to reply given to Unstarred Question No. 886 on the 2nd December, 1963 and state.

(a) whether the working group set up to examine the question of subsidising construction of houses for plantation workers has since submitted its report; and

(b) if so, its main recommendations?

The Minister of Labour and Employment (Shri D. Sanjivayya): (a) Yes.

(b) A statement is laid on the Table of the House. [*Placed in Library, See* No. LT—2566/64.]

गाजियाबाद के निकट हवाई अड्डा

१३८७. **श्री प्रकाशवीर शास्त्री :**
श्री बी० चं० शर्मा :

क्या प्रतिरक्षा मंत्री यह बताने की कृपा करेंगे कि :

(क) गाजियाबाद के पास जो हवाई अड्डा बनने वाला था, उसमें आज तक कितनी प्रगति हुई है ;

(ख) इसके लिये कितनी जमीन अर्जित की गई है और कितने गांवों पर उसका प्रभाव पड़ा है ; और

(ग) क्या इस हवाई अड्डे के बनने पर पालम हवाई अड्डे से हवाई अभ्यासों का काम हटा कर उधर कर दिया जायेगा ?

प्रतिरक्षा मंत्री (श्री यशवन्तराव चह्वाण) : (क) हवाई पट्टी, समान्तर टैक्सी का रास्ता तथा कुछ अन्य तकनीकी इमरतें बनाने का कम शुरू हो चुका है। फरवरी,१९६४ के अन्त तक हवाई पट्टी तथा समान्तर टैक्सी के रास्ते सम्बन्धी काम का १९ प्रतिशत काम पूरा हो चुका है।

(ख) प्रायः २३०० एकड़ जमीन प्राप्त की जा चुकी है और इसका प्रभाव सात गांवों पर पड़ा है।

(ग) जी, हां।

Haj Pilgrims

1388. Shri Vishwa Nath Pandey: Will the **Prime Minister** be pleased to state:

(a) whether it is fact that Government propose to give concession to Haj Pilgrims by allowing them to carry foodgrains and foodstuffs for use during their pilgrimage; and

(b) if so, the nature of facilities proposed to be extended to the pilgrims?

The Prime Minister and Minister of External Affairs and Minister of

Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). As in the past Government of India have granted concessions as a special case to Haj pilgrims from India to carry with them foodgrains and foodstuffs for their consumption during their voyage and stay in Saudi Arabia. The details are as under:

Foodgrains:

(a) For the voyage both days covering about 30 days, the Shipping Company *viz.* the Mogul Line, Bombay, who are engaged in the Haj traffic are permitted to take on board foodgrains at the rate of 400 grams per adult per day according to the number of passengers booked by them for supplying cooked food to the pilgrims.

(b) For consumption during their stay in Hedjaz, the pilgrims are allowed to carry with them foodgrains on the basis of 400 grams per adult per day for 4½ months in the case of those who sail before the month of Ramzan and 3 months in the case of those who sail after Ramzan.

They are allowed to take the 400 grams quantum of foodgrains per adult per day in any grain according to their choice at controlled rate.

Pulses:

They are allowed to carry reasonable quantities of pulses for consumption during the voyage and also during their stay in Hedjaz.

Ghee:

Pilgrims are allowed to take with them six kilograms of ghee per head in the case of those sailing the pre-Ramzan period and four Kilograms per head in the case of those who sail in the post-Ramzan period.

Sugar:

(i) Each ship carrying pilgrims to Hedjaz can be allowed to be provisioned with one bag of sugar per voyage both outward and inward, in addition to the quotas fixed for ships stores.

(ii) Pilgrims are allowed to carry with them sugar for consumption during their stay in Hedjaz at the rate of 7 Kilograms per head in the case of pre-Ramzan sailing and at the rate of 4 Kilograms per head in the case of post-Ramzan sailing.

International Trade Union Organisations

1389. Shri Shashi Ranjan: Will the Minister of **Labour and Employment** be pleased to state:

(a) the number of International Trade Union Organisations recognised by Government;

(b) whether the International Federation of Christian Trade Unions with headquarters at Brussels is also recognised by Government; and

(c) if not, the reasons therefor?

The Minister of Labour and Employment (Shri Sanjivayya): (a) to (c). The question of Government according recognition to International Trade Unions does not arise.

Indians in Burma

1390. Shrimati Savitri Nigam: Will the **Prime Minister** be pleased to state the number of Indian nationals deported from Burma during the last six months?

The Prime Minister and Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): According to information available with our Embassy in Burma, 16 Indian nationals were deported from Burma during the last 6 months. Our Embassy have requested the Government of Burma for information regarding other Indian nationals who may have been deported during this period but a reply is being awaited from the Burmese Government.

Housing for Coal Mines Labour

1391. Shri P. R. Chakraverti: Will the Minister of **Labour and Employment** be pleased to state:

(a) the different housing schemes sponsored by the Coal Mines Labour Welfare Fund and the money allotted under separate heads in 1963;

(b) the houses already constructed direct by the Fund till December, 1963 and the target of construction in the Third Plan;

(c) the number of houses constructed by the colliery owners till the end of 1963 in terms of various schemes of subsidy; and

(d) the plans for further constructions by the colliery owners placed before the Fund for approval?

The Deputy Minister in the Ministry of Labour and Employment (Shri R K. Malviya): (a)

Scheme	Allotted during 1963-64
	Rs.
1. Subsidy-*cum*-Loan Scheme	9,83,000
2. Build Your Own House Scheme	1,000
3. Low Cost Housing Scheme	22,86,500
4. New Housing Scheme	1,31,89,800
Total	1,64,60,300

(b) 2153 houses under the Township Scheme. The question of constructing 450 additional houses under the Township Scheme is under consideration.

(c)

Scheme	No. of houses constructed
1. Subsidy Scheme	1,638
2. Subsidy-cum-Loan Scheme	2,060
3. Kutcha House Scheme	23
4. New Housing Scheme	16,424
5. Low Cost Housing Scheme	2,225
TOTAL	22,370

(d) A proposal for construction of 30,000 additional houses under the New Housing Scheme and 15,000 houses under the Low Cost Housing Scheme, approved by the Coal Mines Labour Welfare Fund Advisory Committee, is under consideration of Government.

A scheme for carrying out improvements and or additions and alterations to the existing dhowrahs (about 30,000) to bring them upto minimum living standards is also under consideration.

Central Labour Service

1392. Shri P. Venkatasubbaiah: Will the Minister of **Labour and Employment** be pleased to state:

(a) whether there is any proposal to constitute a Central Labour Service; and

(b) if so, the stage at which the proposal stands?

The Minister of Labour and Employment (Shri Sanjivayya): (a) No.

(b) Does not arise.

Theft in 505 Central EME Workshop, Delhi Cantt.

1393. Shri S. M. Banerjee: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a tunger (battery charging set) was stolen from the 505 Central EME Workshop, Delhi Cantt. in 1965;

(b) whether an enquiry has been held in the matter; and

(c) if so, the result thereof?

The Minister of Defence (Shri Y. B. Chavan): (a) to (c). Yes, Sir. A Battery Charger (Tunger) was found missing from 505 Central EME Workshops on the 9th February 1963. The Court of Inquiry which was set up to investigate the loss has found a J.C.O. and a civil employee to be at fault. Suitable disciplinary action will be taken against these individuals.

Negotiating Machinery

1394. Shri S. M. Banerjee: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that the Permanent Negotiating Machinery was suspended after the 1960 strike and has not so far been revived inspite of the repeated demand of the All India Defence Employees Federation;

(b) if so, the reasons for discrimination between the Defence and Railway and Posts and Telegraphs Deptts., where such machinery is still functioning; and

(c) the alternative method offered for resolving the grievances of the employees during this period?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) and (c). In view of emergence of another Federation of Defence workers, the Negotiating Machinery which was based on agreement with the All India Defence Employees Federation alone could not be revived. In the meanwhile, the question of setting up a Joint Consultative Machinery for all Central Government employees came up for consideration and the question of its constitution is still under examination. Such a machinery would make the revival of the Negotiating Machinery unnecessary. As an interim measure, the Ministers and officers concerned in the Defence Ministry have been meeting the representatives of the employees' Organisations including the All India Defence Employees Federation and discussing problems affecting their members. Heads of Defence Establishments also have been discussing problems with recognised Trade Unions at the appropriate levels.

No formal Negotiating Machinery has been in existence in the Posts and Telegraphs Department. A system of periodical meetings between administrative authorities and workers' representatives at various levels is in vogue.

In the Railways the Permanent Negotiating Machinery scheme was based on agreement with two Labour Federations, i.e., All India Railwaymen's Federation and the National Federation of Indian Railwaymen, and their affiliated Unions recognised for the purpose. As a consequence of the strike in July 1960, the Unions affiliated to the All India Railwaymen's Federation were derecognised and the negotiating facilities granted to this Federation were withdrawn. The other Federation and its affiliated Unions continued to remain recognised and to enjoy the negotiating facilities. Meetings with the All India Railwaymen's Federation and their Unions were resumed after their recognition was restored in September 1961.

Fair Price Shop in 505 EME Workshop, Delhi Cantt.

1395. Shri S. M. Banerjee: Will the Minister of **Defence** be pleased to state:

(a) whether it is a fact that a fair price shop has not yet been opened by the authorities of 505 Central Workshop EME, Delhi Cantt. for the benefit of the civilian employees as decided by the Standing Labour Committee;

(b) if so, the reasons therefor; and

(c) how long it will take to provide essential commodities at the subsidised rates to the 3,000 civilian employees of this Workshop?

The Minister of Defence (Shri Y. B. Chavan): (a) to (c). The proposal of opening a fair price shop at this installation is under examination. Consumer stores are already in existence in a number of Defence installations. A decision to open consumer stores in other defence installations subject to certain conditions, has also been taken up for implementation.

Pokhra Hydel Project

1396. Shri D. C. Sharma: Will the **Prime Minister** be pleased to state:

(a) the progress made in the construction of Pokhra Hydel Project and

irrigation and water supply schemes in Nepal which have been financed by India; and

(b) the amount spent so far?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) and (b). A statement is laid on the Table of the House. [*Placed in the Library. See* No. LT-2567/64].

New Ghurick Colliery in Kalipahari

1397. Shrimati Renu Chakravartty: Will the Minister of **Labour and Employment** be pleased to state:

(a) whether there was total breakdown in New Ghurick Colliery in Kalipahari area of West Bengal on the 9th February, 1963;

(b) the number of workers rendered idle;

(c) whether lay-off compensation was paid; and

(d) if so, to how many?

The Deputy Minister in the Ministry of Labour and Employment (Shri R. K. Malviya): (a) Yes. Due to theft of over head transmission line in the early hours of 9th February, 1964.

(b) 406 workers.

(c) and (d). No lay off compensation was paid to the workmen. Instead the management treated 9th February, 1964 as rest day of the workmen and asked them to work on 18th February, 1964 their next rest day.

रोजगार तथा प्रशिक्षण

१३९८. श्री सरजू पांडेय : क्या श्रम और रोजगार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या चौथी योजना के रोजगार और प्रशिक्षण सम्बन्धी कार्यकारी दल की एक बैठक १८ सितम्बर, १९६३ को हुई थी ; और

(ख) यदि हां, तो उस में क्या निर्णय किये गये थे ?

श्रम और रोजगार मंत्री (श्री संजीव्या) : (क) जी हां ।

(ख) निर्णय किया गया कि नीचे लिखे तीन उपदल बनाये जायें जो कार्यकारी दल को अपनी रिपोर्ट तैयार करने में मदद करें :—

(एक) जनशक्ति का उपदल

विभिन्न मंत्रालयों की जनशक्ति सम्बन्धी आवश्यकताओं के समन्वय, के लिये ।

(दो) अनुसंधान और सांख्यिकी का उपदल

चौथी पंचवर्षीय योजना के दायरे में रह कर रोजगार के अधिक से अधिक अवसर बढ़ाने की सम्भावनायें खोजने, रोजगार सेवा कार्यक्रम और सर्वेक्षण का कार्य क्षेत्र तथा स्वरूप जांचने, रोजगार और बेरोजगार से सम्बन्धित आंकड़ों की प्रवृत्ति और क्षेत्र जांचने, और अनुसूचित जातियों तथा अनुसूचित कबीलों के हित रोजगार अवसर जुटाने के प्रश्न पर विचार करने, के लिए ।

(तीन) प्रशिक्षण का उपदल

विभिन्न प्रकार के दस्तकारों, अनदेशकों, पर्यवेक्षकों आदि की प्रशिक्षण की आवश्यकताओं का अनुमान लगाने और अन्य कार्यकारी दलों की प्रशिक्षण की आवश्यकताओं तथा अन्य कार्यक्रमों में समन्वय के लिए ।

Provident Fund Recoveries at Singareni Collieries Company

1399. Shri P. Kunhan: Will the Minister of **Labour and Employment** be pleased to state:

(a) whether he is aware of the fact that Provident Fund recoveries

are being made on leave with wages and sick khoraki but are not posted in the contribution cards of the members concerned at Singareni Collieries Company;

(b) if so, whether any inspection was carried out by the officers of the Coal Mines Provident Fund Organisation; and

(c) the steps being taken to regularise the accounts?

The Deputy Minister in the Ministry of Labour and Employment and Planning (Shri C. R. Pattabhi Raman): (a) No such case has come to the notice of the Government.

(b) Inspections are regularly carried out by the officers of the Coal Mines Provident Fund Organisation.

(c) In view of (a) above, it does not arise.

आकाशवाणी के समाचार विभाग के पत्रकार

१४००. **श्री कछवाय :**
स्वामी रामेश्वरानन्द :

क्या **सूचना और प्रसारण** मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या केन्द्रीय सूचना सेवा के कर्मचारियों को अन्य सरकारी कर्मचारियों की भांति गजेटेड छुट्टियां मिलती हैं ;

(ख) यदि हां, तो क्या यही बात आकाशवाणी, समाचार विभाग के पत्रकारों पर भी लागू होती है ; और

(ग) यदि नहीं, तो इस के क्या कारण हैं ।

संसद-कार्य मंत्री (श्री सत्यनारायण सिंह) : (क) और (ख) . जी, हां । आकाशवाणी के समाचार विभाग में काम करने वाले केन्द्रीय सूचना सेवा के अफ़सरों को छोड़ कर । लेकिन इस विभाग के गैर-गजेटी सम्पादकीय कर्मचारियों को गजेटी छुट्टियों में उपस्थित होने के बदले में एवजी छुट्टियां, एक कैलेन्डर वर्ष में अधिक से अधिक ८ तक दी जाती हैं ।

(ग) आकाशवाणी का समाचार विभाग दिन-रात काम करता है और इसमें काम करने वाले केन्द्रीय सूचना सेवा के अफ़सरों की पारी बंधी होती है ।

विदेशों के साथ संधियां

१४०१. **श्री मोहन स्वरूप :**
श्री कछवाय :
स्वामी रामेश्वरानन्द :

क्या **प्रधान मंत्री** यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष में भारत सरकार के विभिन्न मंत्रालयों द्वारा कितनी संधियों और करारों पर अन्य देशों के साथ हस्ताक्षर किये गये ; और

(ख) इन में से कितनी संधियों और करारों की हिन्दी प्रतियों पर भी साथ-साथ हस्ताक्षर किये गये और शेष पर क्यों न करने का क्या कारण था ?

प्रधान मंत्री, वैदेशिक कार्य मंत्री तथा अणुशक्ति मंत्री (श्री जवाहरलाल नेहरू) : (क) और (ख) . सूचना इकट्ठी की जा रही है और सदन के पटल पर रख दी जायगी ।

विदेशों मे भारतीय राजदूत

१४०२. **श्री कछवाय :**
श्री योगेन्द्र झा :
स्वामी रामेश्वरानन्द :

क्या **प्रधान मंत्री** यह बताने की कृपा करेंगे कि :

(क) गत एक वर्ष में विदेशों में भारत के कितने राजनयिक प्रतिनिधियों ने प्रत्यय पत्र विदेशी अधिकारियों को प्रस्तुत किये ;

(ख) उन में से कितने अंग्रेजी में तथा कितने हिन्दी में प्रस्तुत किये गये ; और

(ग) अंग्रेजी में प्रस्तुत किये गये प्रलेखों को हिन्दी में प्रस्तुत न करने का क्या कारण था ?

प्रधान मंत्री, वैदेशिक-कार्य मंत्री तथा अणुशक्ति मंत्री (श्री जवाहरलाल नेहरू) : (क) १९६३ के दौरान विदेश-स्थित १४ भारतीय राजनयिक मिशन प्रमुखों ने अपने विश्वासपत्र पेश किये । इस के अलावा, नए राज्याध्यक्षों द्वारा कार्यभार संभालने के अवसर पर ३ भारतीय मिशन प्रमुखों ने विशेष विश्वास-पत्र पेश किये ।

(ख) सभी १४ विश्वास-पत्र हिन्दी में पेश किये गये थे जबकि ३ विशेष विश्वास-पत्र अंग्रेजी में पेश किये गये थे ।

(ग) आसानी के लिए विशेष विश्वास-पत्र अंग्रेजी में जल्दी तैयार किये गये थे ।

U.D.Cs. in Armed Forces Headquarters

1403. Shri S. M. Banerjee: Will the Minister of **Defence** be pleased to state:

(a) the number of temporary and officiating vacancies in the grade of UDCs lying unfilled at present in the Armed Forces Headquarters including Inter Services Organisation; and

(b) since when these vacancies are lying vacant and the reasons therefor?

The Minister of Defence (Shri Y. B. Chavan): (a) and (b). About 780 temporary posts of UDC are at present unfilled in Armed Forces Headquarters and Inter Service Organisations. These vacancies have been accumulating since November, 1962. It has not so far been possible to fill these vacancies as the rules for seniority/confirmation in Lower Division grade were under consideration and these were published in December, 1963 after obtaining the concurrence of the Union Public Service Commission. A number of representations were received against certain provisions of the rules and these had to be examined. The vacant temporary posts of UDC will be filled shortly.

Bhutan's Five Year Plan

1404. Shri Ram Harkh Yadav:
Shri P. C. Borooah:
Shri Vishwa Nath Pandey:

Will the **Prime Minister** be pleased to state:

(a) whether a team of experts from the Planning Commission is proposed to be sent to Bhutan in May, 1964 for a revision of Bhutan's five year plan; and

(b) if so, in what specific aspects Bhutan's plan needs modification?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) A Planning Commission Team is scheduled to visit Bhutan for assessing achievements and shortfalls in the implementation of Bhutan's development Plan.

Revision of the Five Year Plan is not contemplated at this stage. A review of the Plan, if necessary, will be undertaken in the light of the Team's findings.

(b) Does not arise.

नगर हवली में प्राथमिक स्कूल

१५०५. श्री बसन्त : क्या **प्रधान मंत्री** नगर हवेली के प्राथमिक स्कूलों के बारे में १६ दिसम्बर, १९६३ के अतारांकित प्रश्न संख्या १७०५ के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि १९५४ से ले कर अब तक प्रतिवर्ष कितने विद्यार्थी प्रत्येक में भाषावार विद्या प्राप्त कर रहे हैं ?

प्रधान मंत्री, वैदेशिक कार्य मंत्री तथा अणुशक्ति मंत्री (श्री जवाहरलाल नेहरू) :

१९५४ से ले कर हर साल भाषावार विद्यार्थियों की संख्या इस प्रकार है :

दादरा और नगर हवेली के सरकारी प्राईमरी स्कूलों में छात्रों की अनुमानित संख्या

वर्ष	गूजराती स्कूलों में छात्रों की संख्या (लगभग)	मराठी स्कूलों में छात्रों की संख्या (लगभग)	कुल (लगभग)
१९५४	२४८२	कोई नहीं	२४८२
१९५५	२४०५	१९८	२६०३
१९५६	३०८७	२०२	३२८९
१९५७	३४००	१८१	३५८१
१९५८	२२०८	४०४	२६१२
१९५९	२३९१	४१९	२८१०
१९६०	२१४८	३९१	२५३९
१९६१	२६१६	४४६	३०६२

दादरा और नगर हवेली के सरकारी प्राइमरी स्कूलों में छात्रों की अनुमानित संख्या

१९५४ से १९५६	कोई नहीं	कोई नहीं	कोई नहीं
१९५७	९३	२४०	३३३
१९५८	६२	१८२	२४४
१९५९	९४	१४७	२४१
१९६०	८७	१६७	२५४
१९६१	८४	१९९	२८३

१९६२ से १९६४ तक के वर्षों के आंकड़े इकट्ठे किए जा रहे हैं।

Vacancies in Public and Private Sectors in Orissa

1406. Shri Ramachandra Ulaka: Will the Minister of **Labour and Employment** be pleased to state:

(a) the total number of vacancies notified in the public and private sector establishments in Orissa from the 1st January, 1963 to 31st December, 1963; and

(b) the number of vacancies filled up in these establishments through various Employment Exchanges during the same period?

The Minister of Labour and Employment (Shri Sanjivayya): (a) and (b).

Sector	No. of vacancies notified during 1963	No. of vacancies filled during 1963
(1)	(2)	(3)
Public.	32,147	18,098
Private	7,578	2,399

Unemployed Women in Bihar

1407. { Shri Dhuleshwar Meena: / Shri Ramachandra Ulaka:

Will the Minister of **Labour and Employment** be pleased to state:

(a) the number of women (both graduates and non-graduates) registered in various employment exchanges in Bihar as on the 31st December, 1963; and

(b) the number out of them who were provided with employment assistance from July to December, 1963?

The Minister of Labour and Employment (Shri Sanjivayya): (a) and (b).

Category	No. on Live Register as on 31-12-63	No. placed in employment during July-December, 1963
Graduates	130	4
Matriculates and Intermediates	1,001	84
Below Matriculation standard (including illiterates)	5,294	286
TOTAL	6,425	374

A.I.R. Station at Gulbarga

1408. Shri M. Rampure: Will the Minister of **Information and Broadcasting** be pleased to state:

(a) whether it is a fact that a relaying station is being set up in the Gulbarga District of Mysore; and

(b) if so, when it is likely to be started and the capacity thereof?

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): (a) Yes, Sir,

(b) The transmitter is expected to be commissioned by the middle of 1965. Its capacity is 10 K.W. medium-wave.

Sainik Samachar

1409. { Shri A. V. Raghavan: / Shri Pottekkatt:

Will the Minister of **Defence** be pleased to state:

(a) whether the various language editions of the 'Sainik Samachar' are being printed by a private press;

(b) the reasons for not printing the same in the Government press; and

(c) how the printing rates in the above press compare with the prevailing rates in New Delhi?

The Minister of Defence (Shri Y. B. Chavan): (a) Yes, Sir.

(b) The Government of India Presses are not at present adequately equipped to undertake printing of the journal in all the nine languages in which it is published.

(c) When quotations were invited for printing in all the languages, only two presses submitted quotations and the contract was awarded to the press which made the lower quotation.

Registered Unemployed

1410. **Shri Gulshan:**
Shri Y. N. Singha:
Shri P. H. Bheel:

Will the Minister of **Labour and Employment** be pleased to state:

(a) the total number of candidates registered for employment under the Central Government and under other State Governments from 1960 to 1964 so far;

(b) the number of Scheduled Caste candidates among them; and

(c) the number of Scheduled Caste candidates given Government jobs from 1960 to 1964 so far?

The Minister of Labour and Employment (Shri Sanjivayya): (a) and (b). The information is not available.

(c)

Year	No. of Scheduled Caste applications placed in employment under*		
	Central Government	State Governments	Quasi Government Establishments and Local Bodies
(1)	(2)	(3)	(4)
1960	11517	02,468	4,238
1961	12,209	25,097	5,533
1962	14,901	24,472	7,804
1963	20,443	23,442	8,717

*As the information is collected on half-yearly basis, the information is available only upto 1963.

Indian Chancery in U.S.A.

1411. **Shri P. C. Borooah:** Will the **Prime Minister** be pleased to state:

(a) whether his attention has been drawn to the news item in the *Times of India* of the 9th March, 1964 reporting that the Indian Chancery in U.S.A. is fast deteriorating into the shabbiest building on the Massachussettes Avenue;

(b) if so, the annual expenditure incurred on the maintenance of this building and when it was last repaired thoroughly, and at what cost; and

(c) Government's reaction to this report?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) Yes.

(b) Annual expenditure incurred on maintenance/repairs of the Chancery building including annexe for the past four years is as follows:—

1960-61	U.S. $1870
1961-62	U.S. $3982
1962-63	U.S. $1223
1963-64 (to-date)	U.S. $3968

The buildings last underwent major repairs in 1951—53 costing about U.S. $12,000.

(c) It is an utterly exaggerated report. Like other older stone buildings, the main Chancery building and its annexe have a faded and grimy facade in comparison with modern new-style concrete and plate-glass structures. Due to the continuing Emergency, work on repairs/maintenance etc. is being restricted to the annual permissible limits of 2·15 percent. of Capital cost. Work on extensive renovation as well as for providing more liberal space for staff, visitor's rooms etc. will be taken in hand as soon as the conditions permit.

Committees in Ministry of Defence

1412. Shri Daljit Singh: Will the Minister of **Defence** be pleased to state:

(a) the total number of Committees and sub-Committees working under his Ministry at present; and

(b) the total number of members on those Committees?

The Minister of Defence (Shri Y. B. Chavan): (a) I presume the hon'ble Member desires information about the number of Standing Committees and sub-Committees (but excluding Working Groups or Study Groups etc.) that advise the Ministry. The number of such bodies is 39.

(b) The total members of these Committees are 414.

Compulsory Notification of Vacancies

1413. { Shri A. V. Raghavan: Shri Pottekkatt:

Will the Minister of **Labour and Employment** be pleased to state:

(a) whether a large number of employers in the private and public sectors have failed to notify their vacancies and to submit returns under the Employment Exchanges (Compulsory Notification of Vacancies) Act, 1959;

(b) the number of such failures notified State-wise, during the past three years; and

(c) the steps taken to implement the provisions of the Act?

The Minister of Labour and Employment (Shri Sanjivayya): (a) No.

(b) Not available.

(c) The first step is that the provisions of the Act are brought to the notice of the defaulting employers so as to educate them in regard to the requirements of the Act. In case of persistent defaulters, the records and documents maintained by them are examined and show-cause notices issued where appropriate. In addition, special studies of the working of the Act have been taken up in various States to ensure proper implementation of the Act.

Mis-directions to I.A.F. Planes by Pakistan

414. { Shri Hari Vishnu Kamath: Shri P. C. Borooah: Shri D. C. Sharma:

Will the **Prime Minister** be pleased to state

(a) whether the Government of Pakistan have replied to Government's note protesting against radio mis-directions to I.A.F. planes flying over our own territory;

(b) if so, the contents thereof;

(c) whether it has been replied to; and

(d) whether the entire correspondence will be laid on the Table?

The Prime Minister, Minister of External Affairs and Minister of Atomic Energy (Shri Jawaharlal Nehru): (a) to (d). Copies of communications exchanged between the Governments of India and Pakistan on the subject are placed on the Table of the House [*Placed in Library. See* No. LT-2568/64].

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12 hrs.

RE. CALLING ATTENTION NOTICES AND MOTIONS FOR ADJOURNMENT

Mr. Speaker: I have received notices of 13 calling attention and 4 adjournment motions regarding the U.P. matter. I cannot appreciate how an adjournment motion can be tabled in this context. There is no Centre's responsibility. Incidentally, I got notice of a motion at my house from Dr. Lohia yesterday. I would rather request the hon. Members not to send notices there, to my house because if

they are to be given here in the office, that delivery would not be considered as proper if they are sent to my House.

डा० राम मनोहर लोहिया : (फरुखाबाद) : मैं माफी चाहता हूं लेकिन इतना अर्ज कर देना चाहता हूं कि छः सात दिन से यहां मैं सवाल उठाने की कोशिश कर रहा हूं। अगर यह चीज पहले आ गई होती तो शायद यह मामला इतना तूल न पकड़ता

अध्यक्ष महोदय : अगर छः सात दिन से कोशिश कर रहे हैं तो नया नहीं है और ऐसा मामला नहीं है जो एडजर्नमेंट मोशन में आ सके।

डा० राम मनोहर लोहिया : नई बातें हो रही हैं।

अध्यक्ष महोदय : एडजर्नमेंट मोशन का कोई सवाल नहीं है। अगर कोई माननीय सदस्य कांस्टीट्यूशन की कोई प्राविजन मुझे बता सकता है तो मैं सुनने के लिए तैयार हूं।

डा० राम मनोहर लोहिया : कुछ अर्ज करूंगा . . .

अध्यक्ष महोदय : प्राविजन बतायें।

डा० राम मनोहर लोहिया : सिर्फ एक आर्टिकल हमारे संविधान में है जिस के आधार पर जो कुछ उत्तर प्रदेश या मध्य प्रदेश में विधायकों ने किया है, उसकी वे शरण ले सकते हैं और वह आर्टिकल १९४ है, उसकी उप-धारा ३ है। उस में साफ़ साफ़ लिखा हुआ है कि जो कुछ भी विधायकों के अख्तयार और विशेषाधिकार होंगे, उनको विधायक कानून की माफर्त बता देंगे, उनकी परिभाषा दे देंगे। जहां, ऐसी परिभाषा नहीं होगी, पार्लियामेंट के, हाउस आफ कामन्ज के नज़ीर रहेंगे। पहली बात तो मुझे यह कहनी है।

अध्यक्ष महोदय : मेरी बात को सुन लें। अगर स्टेट लैजिस्लेचर कोई काम करे तो यह पार्लियामेंट कुछ कर सकती है, वह मैं पूछना चाहता हूं। कोई आर्टिकल है, यह मैं जानना चाहता हूं।

डा० राम मनोहर लोहिया : इसके लिए बहुत से आर्टिकल हैं। सब से पहले जो कनकरेंट लिस्ट है, केन्द्र और प्रान्तों के अधिकारों की सूची है, उस में आप एक बात पायेंगे एक्शनेबल राँग। इसको आप वहां लिखा हुआ पायेंगे। उसको कहिये तो दे दूंगा।

इस वक्त उत्तर प्रदेश में कोई वैधानिक सरकार है ही नहीं।

Shri Tridib Kumar Chaudhuri (Berhampur): I was going to submit that whatever has taken place in Uttar Pradesh in regard to the summoning of the high court judges before the Bar of the legislature has been in contravention of article 211 of the Constitution, and that comes within the purview of the second part of article 355 where it is laid down, "to ensure that the government of every State is carried on in accordance with the provisions of this Constitution."

डा० राम मनोहर लोहिया : जब केन्द्रीय सरकार . . . .

अध्यक्ष महोदय : वह सवाल इस एडजनमेंट मोशन में नहीं आ सकता है कि वहां संवैधानिक सरकार है य नहीं है।

डा० राम मनोहर लोहिया : केन्द्रीय सरकार के कुछ कर्त्तव्य हैं और खास तौर से संकट काल में और भी अधिक हैं। केन्द्रीय सरकार अगर संविधान की हत्या को नहीं

[डा० राम मनोहर लोहिया]

रोकती या रोकने के लिए सलाह नहीं देती है तो वह सरकार की असफलता हो जाती है .....

अध्यक्ष महोदय : सुन लिया है मैंने आपको । आपके लीडर भी खड़े हैं । एक आदमी खड़ा हो ।

श्री राम सेवक यादव : (बाराबंकी) : उत्तर प्रदेश में जो घटनायें घटी हैं, उसकी मुझे पूरी जानकारी है । आज सवेरे मैं वहां से आ रहा हूं ....

अध्यक्ष महोदय : मैं उसको सुनना नहीं चाहता हूं । मैं तो लीगल पोजीशन के बारे में ...

श्री रामसेवक यादव : उन चीजों को जब सुनेंगे तभी तो...

अध्यक्ष महोदय : नहीं ।

श्री राम सेवक यादव : सुन तो लें जो मैं कह रहा हूं । मेरी बातों को सुनेंगे नहीं तो कैसे किसी निष्कर्ष पर पहुंच सकते हैं । घटनाओं की बात रख रहा हूं...

अध्यक्ष महोदय : घटनायें मैं सुनना नहीं चाहता ।

श्री राम सेवक यादव संविधान की.....

अध्यक्ष महोदय : अगर एडर्जनमेंट मोशन एडमिट हो जाये तो फिर घटनाओं को सुनने की बात होगी ।

श्री राम सेवक यादव : संविधान की बात रखूंगा । संविधान टूट रहा है, जिस में भारत सरकार आती है । वहीं मैं निवेदन कर रहा हूं ।

अध्यक्ष महोदय : कौन सा आर्टिकल है ?

श्री राम सेवक यादव : इस सम्बन्ध में हमें तीन बातें कहनी हैं....

अध्यक्ष महोदय : आर्टिकल बतायें ।

श्री राम सेवक यादव : संविधान के मुताबिक किसी राज्य में तभी सरकार होगी जब वहां मंत्रिमंडल होगा, मंत्रिमंडल के प्रति पूरा विश्वास होगा बहुमत का...

अध्यक्ष महोदय : यह सब कुछ मैं नहीं सुन सकता । अगर कोई आर्टिकल है तो मुझे बतायें ।

श्री राम सेवक यादव : मैं बता रहा हूं

श्री रामेश्वरानन्द (करनाल) : उनकी प्रार्थना आप सुन तो लें ।

अध्यक्ष महोदय : मैं सुन लूंगा । वह अच्छी तरह से कर सकते हैं । वह लीडर एक ग्रुप के हैं ।

श्री रामेश्वरानन्द : मैं तो इतना ही कहना चाहता हूं कि अगर इतना समय जो इस समय में चला गया है उनको मिल जाता तो वह अपनी बात कह कर खत्म भी कर देते ।

श्री राम सेवक यादव : संविधान की उस धारा की जिसकी हत्या हुई है और जिस के कारण केन्द्र का हस्तक्षेप हो सकता है, अगर एक-दो बातें न बताई जायें तो कोई रेलवेंसी नहीं रह जाती है ।

अध्यक्ष महोदय : संविधान की वह धारा बतायें तो कोई समझ में बात आये ।

श्री राम सेवक यादव : मैं आपका ध्यान ३५५ और ३५६ की ओर खींचूंगा । किसी भी राज्य में संविधान के अनुकूल सरकार तब होगी जब उसे बहुमत का विश्वास हासिल होगा....

अध्यक्ष महोदय : इस बात का फैसला इस वक्त नहीं कर सकते हैं ।

डा० राम मनोहर लोहिया : उससे संबंधित है ।

अध्यक्ष महोदय : नहीं ।

श्री राम सेवक यादव : आप सुन लें ।

अध्यक्ष महोदय : मैं उस बात पर नहीं जा सकता हूं । वह दूसरा सवाल है । एडजर्नमेंट मोशन का कोई सवाल नहीं है । घोई नहीं बता सका है कि संविधान की किस धारा के अनुसार पार्लियामेंट को अखत्यार है कि अगर वहां कोई एक्शन ले तो उसका हम नोटिस लें । जब तक वहां गवर्नमेंट काम कर रही है, जब तक लैजिसलेचर काम कर रही है तब तक हमें अखत्यार नहीं है ।

एक नोटिस मुझे मिला है तमाम १३ कालिंग एटेंशन नोटिसिस में जो मि० सिंघवी का है जिस में उन्होंने लिखा है कि क्या कोई रेफ़ेंस यहां आई है सेंट्रल गवर्नमेंट के पास और अगर आई है तो सेंट्रल गवनमेंट का क्या रिएक्शन है, उसके बारे में उसने क्या किया है और मैं चाहता हूं कि सरकार इस बारे में कुछ बता सकती है तो बताये ।

डा० राम मनोहर लोहिया : धारा ३२ की उप-धारा ४ को ज़रा आप देख लें ।

Shri Tyagi (Dehra Dun): On a point of order. I have also given a Calling Attention Notice in which I had only wanted an information with regard to the decision of the Uttar Pradesh Legislative Assembly summoning the two judges at the Bar. About that I feel that the Home Ministry is involved because the high court judges come under its purview. Therefore, could he not make a statement as to what the attitude of the Central Government is in this matter?

Mr. Speaker: I would appeal to the hon. Member and to others also that the situation is already grave and complex and we should not make it more complicated and confused. We should not discuss it here. Only I can see some relevancy in the notice of Dr. Singhvi where he has asked whether any reference has been made to the Central Government and if so, what is that reference.

Shri Tyagi: I submit the question is strictly of procedure. I feel that this Parliament is entitled at least to go so far. Your ruling is all right that we should not make matters worse. But we are constitutionally entitled to have information on this issue and I would appeal to you not to bind this question.

Shri Nath Pai (Rajapur): Before you call the hon. Home Minister, may I make a humble submission? Are we sure, after very carefully going through the proceedings of that august Assembly of Uttar Pradesh that that august body in its own conception of its sovereignty, may not summon you and this Parliament also for discussing this matter? I want some protection in regard to this matter.

Shri Bade (Khargone): High Court Judges are involved and in the Press it has appeared that the Union Minister is referring the matter to the Attorney-General. We are anxious to know whether the Union Minister is referring this matter.

श्री राम सेवक यादव : इसलिये भारत सरकार आ जाती है ।

Mr. Speaker: That is what I referred to, and I was calling on the Home Minister.

Dr. L. M. Singhvi (Jodhpur): I would submit that other hon. Members who have given somewhat different notices may also be heard.

Mr. Speaker: Why should he appeal on their behalf?

Dr. L. M. Singhvi: So that, we may really know the various aspects.

Shri Bade: I have given a calling attention notice.

Shri Harish Chandra Mathur (Jalore): According to your own ruling, I think the notice which I have given is well within the purview of this House and should be accepted. I have only stated in my notice that it is a grave situation. We do not want to discuss it here, but I have asked what assistance and advice the Central Government is giving in this matter.

Mr. Speaker: What I said, was that the situation is grave. I agree there, but should we discuss it here?

Shri Tyagi: No discussion.

Mr. Speaker: Therefore, the only thing that we can address ourselves to is whether any reference has been made and what is the reaction of this Government, whether they have given any advice or not.

Shri Harish Chandra Mathur: Even if there is no reference, is the Minister acting *suo motu*?

Shri Ranga (Chittoor): Why should he?

Shri Harish Chandra Mathur: I do not say he should; I just want to know if he is acting *suo motu*.

The Minister of Home Affairs (Shri Nanda): The question of acting or not acting *suo motu* arises after a consideration of what has happened and where we come in at all. Naturally those important developments occurred there and we received intimation. Immediately we thought that we should be prepared regarding what our role could be at all and we referred the matter to the Attorney-General, who is considering the legal implications of it. That is all.

श्री राम सेवक यादव : अध्यक्ष महोदय, मैं निवेदन करूंगा कि जिन लोगों ने इस पर ऐडजर्नमेंट मोशन दिये थे आप कम से कम उनको तो सफाई के तौर पर कुछ जानकारी का मौका दें ।

Shri Nath Pai: Do Government contemplate making a reference to the Supreme Court under article 143?

Mr. Speaker: They have sought advice from their legal advisers. Let the advice come first.

Shri Nath Pai: My question is very simple, because the President can refer a matter to the Supreme Court under article 143.

Mr. Speaker: Hon. Members should have some patience.

Shri Tyagi: I am sorry I am not satisfied with the ruling, and I want a clarification, because the ruling will go down into the record. Article 211 says:

> "No discussion shall take place in the Legislature of a State with respect to the conduct of any Judge of the Supreme Court or of a High Court in the discharge of his duties."

That is one side of it. On the other side, there is Item 78 which says that it is a central subject. I, therefore, want a clear ruling. I do not want to rake up the question just now in view of what the hon. Minister has said. But, will you make the way clear?

Mr. Speaker: I do not think there is any ambiguity so far as what I

have said is concerned. If the conduct of judges cannot be discussed in any legislature, that applies equally to us and to the State legislature as well. They also know that the provisions of the Constitution are to be observed. Now, the question is, supposing—I do not say that they have; I do not give any opinion on that this way or that way—they have transgressed any provision of the Constitution, should we pass here our own dictum that this has been done there? State legislatures are independent in their own sphere, and it would not be advisable for us to do that. Then, tomorrow they will begin to discuss what we do here. That is not proper. Therefore, I will advise hon. Members just to have patience. Let the Government seek the advice. Then, whatever advice is given to them, certainly, can come before the House and that we can discuss.

Shri Nath Pai: Sir, I rise to a point of order. In view of the Statement made by the hon. Home Minister, may I ask of you whether in pursuance of the powers that he concurrently enjoys under articel 353 which says:

> "(a) notwithstanding anything in this Constitution, the executive power of the Union shall extend to the giving of directions to any State as to the manner in which the executive power thereof is to be exercised;"

they will direct the executive government in Uttar Pradesh not to proceed with the arrest of the judges and bringing them before the legislature?

Shri Ranga: Nobody can arrest them.

Mr. Speaker: Unless they get the advice what can we say? Let them get the advice first.

Shri Nath Pai: At least we are expected to know what they are thinking.

Mr. Speaker: How can that be done before they get the advice?

श्री रामेश्वरानन्द : मेरा एक व्यवस्था का प्रश्न है ।

अध्यक्ष महोदय : ठहर जाइये । मैंने श्री जैन को बुलाया है । अगर इस पर व्यवस्था का प्रश्न हो कि मैंने उनको बुलाया है तो पहले आप बोल लीजिये ।

Shri A. P. Jain (Tumkur): I want to seek one clarification from the hon. Home Minister. What are the terms of reference to the Attorney-General? What is the nature of the reference to the Attorney-General?

Shri Nanda: On the basis of whatever the facts are—and these facts are being ascertained—the Attorney-General will consider. He will consider the proceedings in the Assembly and the judgment of the High Court. These papers have been called for. On the basis of this information we will come to a conclusion as to whether any kind of action can be taken here.

Shri A. P. Jain: The question is whether the case can be referred to the Supreme Court or not (*Interruption*).

Dr. L. M. Singhvi: Sir, usually you call the hon. Member whose Calling Attention Notice is admitted to read the notice, then you call the Minister concerned to make a statement and after that you allow the hon. Members whose names appear on the notice to put supplementary questions. But now, in the garb of points of order, while other hon. Members are allowed to raise questions, the Member in whose name the Calling Attention Notice stands is not permitted to put a question.

Mr. Speaker: If they are being raised in the garb of points of order . . .

Dr. L. M. Singhvi: Because you throw them out of order.

Mr. Speaker: He should tell his hon. friends also not to raise points of order like that.

Shri Nath Pai: I do not use any garb; I am straightforward.

श्री रामेश्वरानन्द : मैं कहना चाहता हूं कि अगर राज्य सरकारों को इतना स्वातन्त्र्य है कि इस प्रकार के विवादों में केन्द्र हस्तक्षेप नहीं कर सकता तो कभी राज्य सरकार यदि यह कह बैठें कि हम तो केन्द्र के अधीन नहीं रहेंगे तो आप क्या करेंगे? यदि उनको इतना स्वातन्त्र्य होगा तो आप क्या करेंगे उनके सम्बन्ध में ?

अध्यक्ष महोदय : मैं तो यह नहीं बतला सकता ।

Dr. L. M. Singhvi: I wanted to ask a specific question. I want to know when and from whom was this intimation received by the Union Home Ministry, and whether in the reference to the Attorney-General this question of the operation of article 143 in invoking the advisory jurisdiction of the Supreme Court has been specifically or generally referred to?

Shri Nanda: Yes, Sir. We have requested the Attorney-General to give advice on the point whether it would be appropriate to make reference to the Supreme Court.

Shri Tyagi: In the meanwhile, have the summons been stopped or not?

Mr. Speaker: Order, order. I am not allowing questions on this.

Dr. L. M. Singhvi: It has not been answered as to from whom and when the intimation was received.

Shri Nanda: It was from the Government of Uttar Pradesh.

Shri J. B. Kripalani (Amroha): I want to know from the Home Minister whether it is in his power to ask the Vidhan Sabha to suspend the execution of the order that they have passed.

Mr. Speaker: Legal questions cannot be asked.

Shri Harish Chandra Mathur: May I know under what provisions this intimation was received and what is the purpose of this intimation?

Shri Nanda: I would not be able to answer the question as to under what provision they gave us the intimation. We can give information only on the point whether we can act.

12.21 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

INCIDENTS OF VIOLENCE IN WEST BENGAL, ORISSA, BIHAR AND MADHYA PRADESH

Shri Hem Barua (Gauhati): Sir, I call the attention of the Minister of Home Affairs to the following matter of urgent public importance and I request that he may make a statement thereon:

> "the recent incidents of violence in Belghoria (West Bengal), Rourkela (Orissa), Jamshedpur (Bihar), Raigarh (Madhya Pradesh) and other places resulting in deaths."

The Minister of Home Affairs (Shri Nanda): Sir, it is with deep distress that I rise to make this statement on the incidents of violence that have occurred in some parts of the country during the last week.

As the House will doubtless remember, the communal situation in West

Bengal had been brought completely under control by 21st January. A serious incident of violence resulting in 21 deaths, however, occurred in West Bengal again on 16th March at Belghoria in the 24-Parganas district. On the same day, some shops were attacked and looted at Chakradharpur in Bihar where some more incidents of arson and looting occurred also on the 18th March. From 19th to 22nd March, there have been incidents of violence—some of them serious—in the Jamshedpur area of Bihar, Rourkela and Jilbani in Orissa, and Raigarh and Dharamjegarh in Madhya Pradesh. There have been also sporadic incidents usually of a minor nature at some other places in the Sundargarh district and at Sambalpur in Orissa and at a few places in Madhya Pradesh. In each case, action was taken promptly and further trouble was prevented. Even in the Rourkela and Jamshedpur areas, which were more seriously affected, the situation had been brought under control by the morning of 22nd March. I have to mention with profound regret that from the reports received till last evening the total death roll in these incidents last week appears to be of the order of 200.

The police are reported to have opened fire twice at Rourkela and 16 times in the Jamshedpur area, and the known casualties from police firing in Jamshedpur are 4 dead and 27 injured. A large number of arrests have been made in connection with specific offences and as a preventive measure. In Raigarh and Jamshedpur, considerable number of Muslims have been moved to safer areas and are being properly looked after. In addition to police reinforcements, troops have been called in by the State Governments at Rourkela and Jamshedpur to strengthen the civil authorities.

The majority of the incidents in Bihar, Orissa and Madhya Pradesh are linked with the passage of trains carrying the refugees from East Pakistan to the camp at Mana near Raipur. The sight of these refugees and the accounts of their sufferings in East Pakistan aroused feelings which some misguided and ill-intentioned elements utilised to work up communal passions.

We have throughout been in the closest touch with the State Governments and have given them whatever assistance they needed. We have advised them to take stern and determined action to put down disturbances and to take preventive measures at the least sign of trouble. I have no doubt that the State Governments themselves fully realise the importance of active public co-operation and support, but even so we have advised them to mobilise public opinion in the cause of preservation of peace and tranquillity. It is our intention that joint peace committees of citizens will be formed at various places to mobilise public opinion and give active assistance in the maintenance of communal peace. At my request, leaders of INTUC, AITUC and Hind Mazdoor Sabha met yesterday and decided to form a Central Standing Committee for assisting in the maintenance of communal harmony in the industrial areas of the country. Tripartite committees will be set up at State level and in various industrial centres.

These happenings during the last week have caused us deep sorrow. It is a matter of shame that a small number of evil-doers should be able to cause so much suffering to innocent people and bring bad name to our peace-living people and damage our reputation. These disturbances also dissipate the energies of our people, disrupt economic life and hold up our progress. They also impede our defence effort. I take this opportunity to assure the House that whatever may be the cost and whatever the effort involved, we will discharge our sacred duty to protect the lives, property and honour of all sections of the community. Every act of communal violence is an attack on human decency and the values of civilised

[Shri Nanda]

life for which we stand and I count on the help and cooperation of leaders of various sections of the community and the political parties in the maintenance of peaceful conditions and communal harmony throughout the country.

I may add that I had a meeting with the leaders of the Parties here this morning and I am very much heartened by the offer of cooperation from all of them.

Mr. Speaker: Papers to be laid on the Table.

Shri Hem Barua *rose*—

Mr. Speaker: I was told that there will be no questions on this.

Shri Hem Barua: It is a very important question. I do not think that would put them or the country in difficulty. I have to get one piece of information.

Mr. Speaker: If it starts, there will be no end to it.

Shri Daji (Indore): He wants to know something.

Mr. Speaker: Everyone would. The Members should refrain from putting any question on this at this moment. The desire of the House is that no questions should be put at this moment.

श्री राम सेवक यादव (बाराबंकी): मैं आप से एक जानकारी चाहता हूं।

अध्यक्ष महोदय : यादव साहब शुरू करेंगे तो...

श्री राम सेवक यादव : हम जानना चाहते हैं कि यह फ़ैसला हुआ है कि प्रश्न नहीं होंगे या मन्त्री महोदय ने आपसे निवेदन किया है कि इस पर प्रश्न न पूछे जायं।

अध्यक्ष महोदय : हाउस में कुछ मित्रों ने कहा है कि ये सवाल न पूछे जायं।

श्री राम सेवक यादव : ऐसा कोई फ़ैसला नहीं किया गया था कि प्रश्न नहीं पूछे जाएंगे।

अध्यक्ष महोदय : ऐसा फ़ैसला न किया गया होगा, लेकिन इस वक्त यही अच्छा है कि आप इस वक्त हाउस में सवाल न करें। यह हमारे देश के हित में नहीं है कि इस वक्त सवालात किए जाएं। आप मान लें।

Shri Hem Barua: You have given a good ruling. On second thought, I have realised that there should be no questions at this stage. It is a very nice stand that you have taken and it is a nice ruling.

डा० राम मनोहर लोहिया (फर्रुखाबाद): मन्त्री महोदय ने कहा कि सब लोगों ने अपने सहयोग देने का वचन दिया है। यह बात सही नहीं है क्योंकि जब तक हिन्द सरकार इस मामले में अपनी नीति ठीक तरह से नहीं बनाती और केवल जनता को भड़का दिया जाता है और कोई कार्रवाई नहीं होती तब तक उस सहयोग का कोई मतलब नहीं होगा। इस समय देश में ऐसी हालत हो गयी कि अगर यहां लोक-सभा में बातचीत हो जाए तो शायद आग बुझ सकती है, वरना इस देश में आग लगी हुई है।

अध्यक्ष महोदय...

अध्यक्ष महोदय : आर्डर, आर्डर।

Papers to be laid on the Table.

12.28 hrs.

PAPERS LAID ON THE TABLE

ORDERS UNDER SUB-SECTION (3) OF SECTION 13 OF REPRESENTATION OF THE PEOPLE ACT, 1950

The Deputy Minister in the Ministry of Law (Shri Bibudhendra Misra): I beg to lay on the Table a copy each

of the following Orders under sub-section (3) of section 13 of the Representation of the People Act, 1950:—

(i) The Delimitation of Council Constituencies (Punjab) Amendment Order, 1964 published in Notification No. G.S.R. 420 dated the 5th March, 1964. [*Placed in Library, See* No. LT-2562/64].

(ii) The Delimitation of Council Constituencies (Mysore) Amendment Order, 1964 published in Notification No. G.S.R. 421 dated the 5th March, 1964. [*Placed in Library, See* No. LT-2563/64].

श्री राम सेवक यादव (बाराबंकी) : अध्यक्ष महोदय, मेरा व्यवस्था का प्रश्न है ।

अध्यक्ष महोदय : नहीं इस वक्त नहीं ।

श्री राम सेवक यादव : मेरा निवेदन सुन लें ।

अध्यक्ष महोदय : इस वक्त नहीं सुन सकता ।

श्री राम सेवक यादव : इस तरह से बहुमत का निर्णय बगैर...

अध्यक्ष महोदय : आप बैठ जाएं । इस वक्त मैं दूसरे आइटम पर चला गया हूं ।

श्री राम सेवक यादव : श्रीमन्, इस तरह से तो सदन का काम नहीं चल सकता...

अध्यक्ष महोदय : देखा जाएगा ।

12.29 hrs.

PRESIDENT'S ASSENT TO BILLS

Secretary: Sir, I lay on the Table following four Bills passed by the Houses of Parliament during the current Session and assented to by the President since a report was last made to the House on the 11th February, 1964:—

1. The Appropriation (Railways) Bill, 1964.
2. The Appropriation (Vote on Account) Bill, 1964.
3. The Appropriation Bill, 1964.
4. The Appropriation (Railways) No. 2 Bill, 1964.

श्री रामेश्वरानन्द (करनाल) : अध्यक्ष महोदय...

अध्यक्ष महोदय : आर्डर, आर्डर ।

श्री राम सेवक यादव (बाराबंकी) : अध्यक्ष महोदय, मेरा निवेदन सुन लें, व्यवस्था का प्रश्न है ...

अध्यक्ष महोदय : आर्डर, आर्डर । कोई व्यवस्था का प्रश्न नहीं है ।

श्री राम सेवक यादव : यह बहुत ही गम्भीर सवाल है और नियम की...

अध्यक्ष महोदय : इस वक्त मैं अगले आइटम पर चला गया हूं । माननीय सदस्य बैठ जायं ।

श्री राम सेवक यादव : अध्यक्ष महोदय, आप सुन तो लें...

अध्यक्ष महोदय : आर्डर, आर्डर ।

श्री राम सेवक यादव : यह नियम की बात है यह लोक सभा का सदन है या कोई दरबार है ?

अध्यक्ष महोदय : यह तो लोक सभा ही है। दरबार जब माननीय सदस्य करेंगे तो देखा जायगा । अब वे बैठ जायं । श्री स्वर्ण सिं ।

श्री रामेश्वरानन्द : अध्यक्ष महोदय, अगर आप हाउस चलाना चाहते हैं और सब पक्षों का पूर्ण सहयोग चाहते हैं तो मेरा थोड़ा निवेदन अवश्य सुन लें । मैं कहना चाहता हूं कि इस तरीक़े से देश की व्यवस्था कैसे रह सकती है ? उधर पाकिस्तान में गड़बड़ होती है और उसके कारण इधर असन्तोष फैलता है तो पाकिस्तान तो यह चाहता ही है कि उधर भारत में भी गड़बड़ कराई जाय, इधर के कश्मीर में गड़बड़ी करायें ताकि उसे यह कहने का मौक़ा मिल सके कि हिन्दुस्तान में मुसलमान नहीं रह सकते और पाकिस्तान में हिन्दू नहीं रह सकते । इसलिए यह सब गड़बड़ियां पाकिस्तान खुद कराता है . . .

अध्यक्ष महोदय : अब आप बैठ जायं ।

श्री राम सेवक यादव : मेरा निवेदन सुन लिया जाय । कुछ नियम हैं इस सदन के । इसी तरीक़े से ध्यानाकर्षण प्रस्ताव के भी नियम हैं । जो लोग उस नोटिस पर दस्तख़त करें उन्हें बोलने का मौक़ा देना चाहिए । अब यह केवल बहुमत के बल पर कैसे निर्णय कर लिया जाता है कि इस पर कोई सवाल न किया जाय । अब बहुमत वाली बात तो वही हो गयी जैसे कि उत्तर प्रदेश विधान सभा ने बहुमत से प्रस्ताव पास कर दिया कि जजों को सदन के सामने पेश किया जाय . . .

अध्यक्ष महोदय : अब आप बैठ जायं ।

श्री प्रकाश वीर शास्त्री (बिजनौर) : कोई ऐसा निर्णय नहीं हुआ । मैं उस मीटिंग में था ; वहां कोई ऐसा निर्णय नहीं हुआ ।

अध्यक्ष महोदय : मैं यह नहीं लेता कि कोई निर्णय हुआ या नहीं हुआ । मैंने तो शुरू से ही इस बारे में हाउस की मर्जी ली । अब जिन्होंने इस नोटिस पर दस्तख़त किये हैं उनको बोलने का सिर्फ इसी वास्ते हक़ नहीं हो जाता चूंकि उनके उस पर दस्तख़त हैं । रूल्स में यहां तक है कि कभी ऐसा स्टेटमेंट किया जाय और स्पीकर अगर ज़रूरी समझे तो उस पर कोई डिस्कशन नहीं हो सकता है । लेकिन मैंने हाउस की मर्जी के साथ यह शुरू किया था । मगर इस बात का यह मतलब नहीं कि जब नोटिस आये तो इनहैरेंट राइट, एक लीगल राइट पैदा हो जाता है मेम्बर में कि वह ज़रूर ही सवाल कर सकें . . .

श्री राम सेवक यादव : ४० मेम्बरों ने इस पर . . .

अध्यक्ष महोदय : अब माननीय सदस्य मुझे कहने भी नहीं देंगे । जब मैं खड़ा हुआ हूं और बोल रहा हूं तो मुझे पूरा सुन तो लेना चाहिए ।

अब अगर इस पर चालीस आदमियों के दस्तख़त हैं तो क्या आप मुझ से यह उम्मीद करते हैं कि मैं उन चालीस के चालीस आदमियों को बुला सकूंगा ?

श्री राम सेवक यादव : हर एक ग्रुप से एक, एक को बुला लें ।

श्री बड़े (खारगोन) : अध्यक्ष महोदय, मैं . . .

अध्यक्ष महोदय : जब मैं उनको नहीं सुन रहा हूं तो आप को कैसे सुन सकता हूं ?

श्री बड़े : जो मीटिंग हुई थी उसमें कोई ऐसा निर्णय नहीं हुआ था कि इस पर ज्यादा प्रश्न पूछने नहीं चाहिए क्योंकि इससे देश में अशान्ति पैदा होगी । हमने ऐसा कोई आश्वासन नहीं दिया था ।

अध्यक्ष महोदय : अगर ऐसा कोई निर्णय नहीं भी हुआ था तो भी चूंकि इस वक्त हाउस की यह ख्वाहिश है कि इस वक्त सवाल न किये जायं और इसको किसी वक्त के लिए उठा रक्खा जाय तो उसको मानना चाहिए ।

श्री राम सेवक यादव : यह हाउस की राय कहां से हुई ? यह तो आपका निर्णय हो गया ।

अध्यक्ष महोदय : मैंने इस पर हाउस की राय ली है ।

12.33 hrs.

STATEMENT RE: CREATION OF WHEAT ZONES

The Minister of Food and Agriculture (Shri Swaran Singh): In the light of the supply and price position of indigenous wheat in different States and of the prospect of current wheat crop, Government have reviewed the question of forming wheat zones. Government consider that such formation of zones is necessary in order to conserve supplies of wheat in important wheat consuming areas and to concentrate on the areas of shortage in which Government could distribute supplies of imported wheat from Central stocks. It has accordingly been decided that with immediate effect the following wheat zones should be formed:

1. Punjab and the Union Territories of Delhi and Himachal Pradesh. Export of wheat and wheat products from this zone to Jammu and Kashmir will be permitted.
2. Uttar Pradesh.
3. Rajasthan.
4. Madhya Pradesh.
5. Bihar.
6. Maharashtra. Export of wheat and wheat products from this zone to Goa will be permitted.
7. Gujarat.
8. Southern States of Andhra Pradesh, Madras, Mysore, Kerala and Pondicherry.
9. The residual zone of the States of West Bengal, Orissa, Assam, Nagaland and the Union Territories of Tripura and Manipur.

2. Export of wheat and wheat products from, and import into, each of the zones will be prohibited except under permits to be issued by the State Governments with the concurrence of the Central Government. The intention is that such permits should *not* be normally granted on private trade account. In the circumstances, inter-zone movement of wheat would be restricted to Government or State-sponsored accounts.

3. The State Governments have been asked to take measures required to enforce the zonal system and to check smuggling between States.

4. Government hope that this step will not only improve the price and supply position in important wheat consuming States but also enable Government to meet better the needs of other States for imported wheat. The supplies of imported wheat to Roller Mills in all States will continue undiminished and, if required, even at an accelerated pace.

Shri Ranga (Chittoor): May I know whether the State trading or State operations with regard to this matter would be carried on on a no-profit-no-loss basis or whether the exporting or importing State Governments will be allowed to make profits in these transactions?

Shri Swaran Singh: It is a matter of detail, but in the trade operations if private trade can make some reasonable profit, I am not in principle opposed to a State making a small profit. I cannot say that it will be on such a basis that there will be no profit of any type.

Shri Tyagi (Dehra Dun): In these days of scarcity when increased dearness allowance is being given, there should not be even a small profit made by the State.

Shri Nath Pai (Rajapur): The creation of these wheat zones, as we understand it, is one of the measures to meet the shortage of wheat in the country. Is it a fact that Government have also contemplated entering into a new PL-480 agreement with

[Shri Nath Pai]

the USA to build up the buffer stock in the country, and the hon. Minister is going to the USA for that purpose?

Shri Swaran Singh: It is our intention to explore the possibility of importing more wheat, but so far as the current year is concerned, we have already got considerable quantities of wheat which can be imported under the earlier agreement, and as for all the quantity that cannot be brought in by June, we are already requesting the US Government to extend the period by a further year or so so that the remaining part of those supplies which we have not actually received, based on the earlier contract could be available.

Shri Ranga: The hon. Minister has enunciated a very dangerous principle which has never been adopted by Government so far.

Mr. Speaker: That can be discussed on a separate motion and not now.

Shri Ranga: That will take too much time.

Shri A. P. Jain (Tumkur): I do not dispute the statement of the Food Minister that normally some profit may be made even on the grain trade. But in the present circumstances, when the main intention of undertaking all these steps is to lower the price, how does he justify the making of any profit by the States, howsoever small that may be?

Shri Swaran Singh: I am not saying that they will necessarily make any profit. I expect that no profit will be made, but I do want to make it clear ....

Shri Tyagi: We shall not permit any profit on foodgrains.

Mr. Speaker: There is going to be a debate on the Demands for Grants relating to the Food and Agriculture Ministry on the 25th inst., and these points can be discussed then.

Shri Tyagi: We cannot permit any profit on foodgrains.

Shri Swaran Singh: When we talk of State trading in foodgrains, or trading on State-sponsored account, where a thing has to move on State-sponsored account, it is true that normally the consumer will get it at a price which will definitely be lower than would be the case if the wheat moves on private account. But to make a categorical statement with regard to each transaction....

Shri Ranga: The hon. Minister is enunciating a new policy....

Shri Swaran Singh: ....that it will be purely on a no-profit-no-loss basis is difficult....

Shri Ranga: This is a new policy which the hon. Minister has enunciated. Let the Prime Minister make the position clear.

Mr. Speaker: On the 25th instant, we are going to have the debate on the Demands for Grants relating to the Ministry of Food and Agriculture. And these points can be discussed at that time.

Shri Nath Pai: I think that it should be a matter of national policy that foodgrains should be subsidised. That being the position, if it is said that the State can make a small profit, then does the hon. Minister want the State to be reduced to a middleman?

Shri Swaran Singh: May I clarify the position? I think that it is not the intention of the exporting States, that is, the surplus States, to make any money over this issue. But let us try to understand the position. In the present circumstances, when any quantity of wheat moves from a surplus State to a deficit State purely on normal trade account, the profits that are made are . . . unconscionable ....

Shri Ranga: There should be no profit. Why use the word 'profit' at all?

Shri Swaran Singh:....I do not know whether my hon. friend opposite has ever raised any objection to that . . . .

Shri Ranga: There should be no profit. The word 'profit' itself should not be used. It is most immoral.

Shri Swaran Singh: It is our intention to cut down the heavy profit of the middlemen, and in the process, we have to recover various items like the cost of transport, cost of storage and a number of other items.

Shrimati Renu Chakravartty (Barrackpore): Profit is different from the cost of carriage etc.

Shri Swaran Singh: These are the various items, the biggest items which cannot be ignored, and it will not be correct to expect that with regard to each lot a separate account will be kept. But, on the whole, the intention is not to use this as an instrument of making any profit.

Shri Ranga: I hope the Prime Minister will assert himself over this matter.

Mr. Speaker: Day after tomorrow the Food and Agriculture Ministry's Demands are coming up for discussion.

श्री बड़े (खारगोन) : अध्यक्ष महोदय, सरकार जो प्रोक्यूरमेंट प्राइस काश्तकारों को देती है, क्या वह उसी प्राइस पर कन्ज्यूमर्ज को देगी, या उससे महंगा देगी और प्राफिट कमायेगी ?

अध्यक्ष महोदय : मिनिस्टर साहब ने स्टेटमेंट किया है। वह इन सवालात का जवाब बाद में देंगे ।

श्री बड़े : वह कहते हैं कि वह प्राफ़िट नहीं ।

डा० राम मनोहर लोहिया (फर्रुखाबाद) अध्यक्ष महोदय, माननीय अन्न मन्त्री ने यहां पर भी और बाहर भी अनाज के दाम में घट-बढ़ के बारे में आश्वासन दिया है । मैं जानना चाहता हूं कि वह कब तक बतायेंगे कि वह अनाज के कम से कम दाम और ज्यादा से ज्यादा दाम में घट-बढ़ कितनी रखना चाहते हैं, क्योंकि उसके बिना . . .

अध्यक्ष महोदय : वह सवाल दूसरा है ।

श्री राम मनोहर लोहिया : . . . उसके बिना अनाज की कोई नीति बन ही नहीं सकती है ।

अध्यक्ष महोदय : माननीय सदस्य ने सवाल कर दिया । मिनिस्टर साहब जवाब देंगे ।

डा० राम मनोहर लोहिया : इस बारे में भ्रान्ति फैली हुई है । कम से कम दाम का अर्थ यह समझा जा रहा है कि जो किसान को दिया जायेगा । मैं यह साफ कर दूं कि कम से कम दाम और ज्यादा से ज्यादा दाम का मतलब यह है कि किसी एक जगह पर कोई भी अनाज किसी समय कम से कम दाम में, यानी ले आने का खर्चा या उचित नफ़ा जोड़ कर, उसमें और जो ज्यादा से ज्यादा दाम हो, दोनों का फ़र्क होना चाहिए, वर्ना आजकल . . .

अध्यक्ष महोदय : मैं इस वक्त स्पीच की इजाजत कैसे दे सकता हूं ?

डा० राम मनोहर लोहिया : मैं स्पीच नहीं दे रहा हूं ।

अध्यक्ष महोदय : माननीय सदस्य और क्या कर रहे हैं ?

डा० राम मनोहर लोहिया : आजकल देश में जो चीजें हो रही हैं, वे बहुत खतरनाक हैं ।

अध्यक्ष महोदय : जब ऐसा स्टेटमेंट हो, तो एक शार्ट क्लैरिफ़िकेटरी क्वेस्चन तो

[अध्यक्ष महोदय]

किया जा सकता है, लेकिन एक सारी प्रापोजीशन को यहां पर बयान कसे किया जा सकता है ?

डा० राम मनोहर लोहिया : सवाल कुछ और है, लेकिन वह मतलब कुछ और समझ जाया करते हैं । मैं क्या करूं ?

अध्यक्ष महोदय : ऐसी हालत में मेरी भी बेबसी है ।

Shri Sinhasan Singh (Gorakhpur): While laying down the principle of inter-State transport, has Government fixed any price against the prevailing price, and what will be the price at which Government expects that one State will be able to export to another? Is there any fixed price stipulated for the purpose?

Shri Swaran Singh: No. We have not discussed that matter either with the surplus States or with the States to which any surplus may have to be moved.

श्री त्यागी : मैं यह अर्ज करना चाहता हूं कि अभी तक इन पन्द्रह बरसों में जितने ट्रेडिंग स्टेट ने किया है, उसमें एक पैसे के भी प्राफ़िट की इजाजत नहीं दी गई थी । आज पहली मर्तबा इस पालिसी का ऐलान किया जा रहा है कि छोटे-मोटे सौदों पर स्टेट प्राफ़िट की इजाजत दी जायेगी । अभी तक सिर्फ खर्च निकालने की इजाजत थी । यह डिपार्चर है । मैं कहना चाहता हूं कि गवर्नमेंट या नो गवर्नमेंट, मैं पब्लिक की तरफ से कहता हूं कि गवर्नमेंट को प्राफ़िट की इजाजत नहीं दी जायेगी ।

Dr. L .M. Singhvi (Jodhpur): Is this wheat zones plan also linked with fixing of procurement price and whether there will be fixation of ceiling price in each one of the zones? Why is the Minister not prepared to make a categorical statement that no profit will be made on this? What is the reason?

Shri Swaran Singh: There are two questions the Member has asked, one, is as to whether there is going to be any price fixed by way of procurement. The intention is not to have the type of statutory procurement which is resorted to in the case of procuring rice because I think large quantities are not likely to be thrown up by way of surplus. The present position is that floor prices with regard to wheat in different parts of the country have already been announced. That is really a floor.

Shri Ranga: So far as the peasant is concerned, that is the real price.

Shri Swaran Singh: So far as the other issue is concerned, I have already clarified the position and have nothing more to add.

12.44 hrs.

STANDARDS OF WEIGHTS AND MEASURES (AMENDMENT) BILL*

The Deputy Minister in the Ministry of Labour and Employment and for Planning (Shri C. R. Pattabhi Raman): On behalf of Shri Manubhai Shah, I beg to move for leave to introduce a Bill further to amend the Standards of Weights and Measures Act, 1956.

Mr. Speaker: The question is:

> "That leave be granted to introduce a Bill further to amend the Standards of Weights and Measures Act, 1956."

The motion was adopted.

Shri C. R. Pattabhi Raman: I introduce the Bill.

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12.45 hrs.

DEMANDS* FOR GRANTS—*Contd.*

MINISTRY OF DEFENCE—*contd.*

Mr. Speaker: Further discussion and voting on the Demands for Grants under the Control of the Ministry of Defence together with the cut motions moved.

The hon. Minister might continue his speech.

The Minister of Defence (Shri Y. B. Chavan): Mr. Speaker, I am grateful to the Members of this House for discussing the Defence Ministry's Demands in a dignified and objective manner and offering constructive criticisms on defence policy and defence preparedness. I find from the notes I have taken of the points that there are two categories of criticism. One is of a broad type, of a general nature, partly political and partly concerning defence problems directly or indirectly. The second deals with specific aspects of defence policy and defence preparedness.

I propose to deal with the first category first. What are these criticisms? I might give out a few of the phrases which possibly will represent the content of the criticisms: there was a feeling that there is a lack of realism; there was a feeling that a certain reorientation of defence strategy is called for, one hon. Member said that the idea of self-sufficiency in defence production is a dangerous illusion—if I am quoting him aright; there was a demand for unification of command and integration of services; there was also an incidental remark, very vaguely argued, that non-alignment has resulted in some sort of isolation as a result of certain interpretations put on it—that was the argument made by Shri Frank Anthony.

Taking the first point of criticism, namely, that there is lack of realism, I would certainly take a review of what is, really speaking, the reality today. What is the reality of the situation as it prevails as far as our northern borders are concerned? Here I am reminded of the situation last year when we were discussing the Defence Demands under similar circumstances. Today when we are discussing these Demands, the situation fundamentally remains the same; possibly it has become a little more complicated. But certainly it is necessary to take a clear view of the situation if we have to find the solutions.

The new factor that has arisen between last year when we discussed the Demands and today when we are discussing these Demands, is the situation that has arisen between China and Pakistan. The growing association between China and Pakistan appears to have certain dangerous implications and we will have to take a very clear note of this one important factor. After we take this clear picture, let us see what is happening on the Chinese border. This time last year—I am trying to give a clear idea and trying to explain the basic thinking that has prompted Government to proceed with defence preparations today in comparison to what were the compelling reasons that induced us to take the decisions that we did last year—this time last year we were wondering what the Chinese might do after the melting of the snows in the Himalayas. A large number of prisoners of war were in their hands and we were thinking what China was going to do that day, the next day, that week, the next week. Those circumstances prevailing at that time compelled us to plan for the immediate future, to take decisions and make plans to meet the

*Moved with the recommendation of the President.

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problems that the emergency would throw up in the immediate or near future. Today, when the situation has become a little more complex, and at the same time made itself very clear, we were in a position to take a little longer view of the problem. We can think for this year, for the next year and the year after that. I can tell this hon. House in confidence that this year we are working on the basis of a sort of five-year-plan for defence preparedness of the country.

Shri Raghunath Singh (Varanasi): Very good. That is what we want.

Shri Ranga (Chittoor): You said you were going to do the same thing last year.

Shri Y. B. Chavan: Certainly, even last year we said we were having this for the immediate future; we were having a longer perspective that time too.

Shri Ranga: Both for the short period and longer period we sanctioned money.

Shri Hari Vishnu Kamath (Hoshangabad): Are we not also planning to meet an immediate attack, which God forbid?

Shri Y. B. Chavan: As I said, we are taking a longer view. That does not mean that we are not thinking of the immediate future. We have to keep plans for the immediate future and also take a long-term view, but I am saying this, that certainly our thinking about defence preparedness has entered a second phase, if I may say so, that we are now trying to plan for five years.

Shri Ranga: That is so far as China is concerned. What about Pakistan?

Shri Y. B. Chavan: That is so far as China is concerned, and so far as the defence of India is concerned, from whatever corner the danger may come.

This defence plan is based on what? I am trying to meet the point that a certain reorientation of strategy is necessary. What is, after all, the strategy of a country? I am not talking about the tactics of a particular battle on a particular front. What they should do is a matter for the Commander in charge of that particular corps or theatre to decide and implement. The general strategy of the defence of a country certainly depends upon a very realistic assessment that has to be made of the threat—that may be threat from China or some other corner too—and it is on this assessment that we have to take decisions as to what must be our preparations so far as the Army is concerned, so far as the Air Force is concerned, so far as the Navy is concerned, so far as defence production is concerned. It is these decisions, really speaking, that constitute the general strategy of the country as a whole.

So, it is much better that we try to understand what the nature of the threat is. As far as China is concerned, besides the military threat,—if at all we are to understand the nature of the military threat, it would be necessary to understand their political and economic motivations too—it seems that China is following the very classic method of having a chain of satellites around it for its own safety. India is a big land Power and its neighbour. When they thought it was not possible for them to make a satellite of India, they tried to militarily humiliate her. But at the same time, we must see that there is also another objective in their mind, and they can disrupt our whole life, our whole progress, by disrupting our economic development too. So, along with this military threat, we must also take into account their objective of economically disrupting the progress of our country. So, when we have to decide about our defence preparedness, we have, at the same time, to see that these preparations of defence

do not come in the way of our economic development as well. That also then becomes part of the strategy of defence of the country.

The strategy of the defence of a country is never exclusively a military affair. It is, really speaking, some sort of military-political-economic doctrine or theory, and our entire defence preparedness and our concept of defence preparedness are based on meeting the threat, the military threat; at the same time, our strategy must be to see that our economic development is not only not disrupted, but that it goes ahead with the same speed that we have in our mind today, because a developing economy would certainly add some new points of strain even for the direct defence preparedness.

Taking all these things into consideration, we have also to take note of the Pakistan problem, because, naturally, the friendship of Pakistan with China certainly means that the entire northern border, including the international border with West Pakistan, the border with East Pakistan and the entire northern border, become a live problem for us. That means, we get our army and our defence preparedness committed everywhere. But we had taken risks, we had taken note of the threat of China more, and we were, really speaking, taking steps towards that direction for the last year or so. But, Pakistan, in the last few months, has tried to make the cease-fire line and the international border more hot and more alive by undertaking more acts of encroachment, more acts of firing and more raids both in the Western sector and the Eastern sector. I am only mentioning this position because when we are planning, we have to take all these factors into consideration. And when this problem becomes a long-term problem, we will have to prepare ourselves for continuous progress, progress and preparedness in phases. If anybody just gets up and asks me solutions for all the problems for all time to come, possibly I may not be able to give all the answers, but that does not mean that we are not making any preparations. When we say that we are trying to plan for a certain thing, the very concept of planning is a process of fixing up priorities. Naturally, we have to have certain priorities.

I must admit here, before I go to the other aspects of the problem that in the present preparations for this year or a year or two, naturally the Navy has to take a lower place. I am trying to invite the attention of Shri Raghunath Singh, who is some sort of specialist on the problems of the Navy. Naturally, the Navy has its own importance, and its own role in the defence of the country, taking into consideration the long coast line of the country and also the development of other navies around us. We will certainly have to take note of that, and see in course of time that we develop our Navy as a balanced force. We will do that. Certainly we are trying to replace our ageing ships, and to reach some sort of agreement with a foreign company to build frigates in our own country. Also, we are trying to secure a submarine for our training purposes. But, at the same time, we must reconcile ourselves to the situation that in the development of the three services, the Navy will have to take a lower place.

Shri Tyagi (Dehra Dun): That is obvious.

Shri Y. B. Chavan: That is obvious. Sometimes it is necessary to emphasize the obvious to make the whole position clear.

In the case of the Army, as mentioned in my speech last year, our commitment was for its expansion and for its modernisation. I then gave the information to the House that we wanted to raise six more mountain divisions. That is the reorientation of strategy when we said that we not merely wanted to expand

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the Army, but we wanted to introduce certain new methods of tactics; when we said that we wanted to raise mountain divisions, it meant that we wanted to introduce an element of mobility in the divisions and at the same time introduce training so that our troops would be able to fight at high altitudes and in mountainous terrain more effectively. At the same time we wanted to provide high or more fire power to the troops. This could be done only by introducing new weapons. By modernisation of the army, I meant providing them with new types of vehicles, weapons with higher fire power, and better communications system.

13 hrs.

As regards expansion, we have raised nearly three lakhs of other ranks last year and in the last 14—16 months, about 10,000 officers. The number possibly may look small but the tremendous effort that they represent is not small. To recruit three lakhs means screening of nearly 10-12 lakhs of people; recruiting 10,000 officers means screening and examining nearly 4-5 times that number. It is a commendable work done by our recruitment organisation, it is a tribute to the nation also, as that means that in one year there were nearly 14-15 lakhs of men and nearly 40-50,000 young men who offered themselves voluntarily to join the Army. This country never thought of any conscription because we always depend upon the partriotic urge of the people to come forward and join the Armed Forces. So, we have only started the process of modernisation. Some hon. Members referred to the report. In order to introduce new weapons, we have to identify them and standardise them and if necessary develop them further. That is another aspect of strategy, the production system also becomes part of the national strategy. When we want to introduce a particular type in our Army and when it is not produced in the country, we go to the international market and we find possibly that it is not produced anywhere because others' defence production is related to their defence strategy and defence requirements. Possibly, very advanced countries do not think in terms of producing guns to be used in infantry; they have gone to more sophisticated systems of weapons.

Shri Karni Singhji (Bikaner): Does not our modernisation include nuclear preparedness?

Shri Y. B. Chavan: I am coming to that. I will give the other aspects of production when I come to arms production as such. The problem of expansion and modernisation of our Air Force is a serious problem and the House will excuse me for not giving more detailed information about the nature of planes, the number of planes we propose to have, etc. But we have decided on a certain size of our Air Force taking into consideration the nature of the threat that will have to be faced.

Shri Ranga: You used to say these things two years ago; in the same way it is said again . . . (*Interruptions*).

Shri Y. B. Chavan: People are the same; solution possibly will have to be the same.

Shri Hari Vishnu Kamath: Only the enemies are getting stronger.

Shri Y. B. Chavan: The major points that guide us about the composition of the Air Force strength is: firstly, giving some sort of a close support to the fighting formations of the Army, secondly, to intercept and attack the incoming enemy aircraft, thirdly, to provide for movement of troops and cater to logistical requirements and fourthly, to provide communications. These are the guiding tasks. The production of Gnat is on. Two other planes, HF 24 and Mach-1 have reached the stage when we can esta-

blish production of them; in case of Mach-2 we have yet to find out an engine which could give the desired results and our efforts unfortunately have not been successful. We had decided to get some engines from Soviet Russia but that also has not the desired power. Our efforts have reached 1·4 or 1:5. We are now trying to collaborate with the UAR Government who are developing a very good engine; possibly they can take our air frames and we can take their engines; it is still at the stage of proposal and we are going to negotiate this matter with the UAR Government.

Shri Hari Vishnu Kamath: What about MIG 21 . . . (*Interruptions*).

Shri Frank Anthony (Nominated—Anglo-Indians): Before he goes on, without disclosing too much can he tell us how HF-24 will compare *vis-a-vis* the American fighter planes which Pakistan has got. We are bogged down with this Mach-2.

Shri Y. B. Chavan: The Hon. Member will realise the difficulty about aircraft development. By the time it reached the production stage, it becomes obsolescent. Technical development is so fast that even to remain where we are we have to run very fast.

Shri Karni Singhji: The pertinent point is this: does Pakistan and China have planes that are faster than ours?

Shri Frank Anthony: Yes, much faster, twice as fast as ours.

Shri Y. B. Chavan: I do want to let the hon. Member know how much we know about China; I do not want China to know that.

Shri Frank Anthony: They know everything about us.

Shri Y. B. Chavan: It is a very important step that we are establishing production of this type of planes in our country. I think it was Shrimati Sharda Mukerjee who said that we had a bewildering variety of aircraft.

Shri Frank Anthony: I said that.

Shri Y. B. Chavan: I do not mind giving credit to this hon. Member but I want to meet this argument. We reached this situation because we have to depend upon other people. When we take a particular type of aircraft from somebody, we have to depend upon them for spares and by the time we want spares, possibly they have given np production of that aircraft and have gone on to something else. That is the difficulty that we come across every time. How are we going to meet this difficulty? If we do not have spares for aircraft after five or six years of their purchase, we reach a stage which, Shrimati Sharada Mukerjee described the other day, was: some aircraft without spares and some spares without aircraft. If at all we have to meet this situation, the only thing that we can do is to establish production of our own in this particular matter.

Shri Frank Anthony: You have not done it for eight years.

Shri Y. B. Chavan: If necessary we have to wait for a few years more. Naturally, these developments take place rather slowly. Shri Frank Anthony knows about these matters.

Shri Hari Vishnu Kamath: What about MIG 21? You were interrupted then.

Shri Y. B. Chavan: I am coming to that. About MIG 21, he himself made a suggestion, he threw a hint. I think he was rather misinformed about it. Many times on the floor of this House we have given the information that we have decided that on three projects, on three units: one for the air-frame; the second for the engine and a third for electronics. One will be established at Nasik; the other at Koraput and the third at

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Hyderabad. I must say that a certain amount of progress has been made. A company has been formed and the project has been handed over to the company. A project report from Soviet Russia has been received and it is being examined and implemented. The civil works have started in a big way in Nasik. A small beginning has been made at Koraput. In Hyderabad, the preliminary works are being examined. But the other important step that is being taken about the development of this factory is to train our own skilled personnel for this. And for that purpose, a training institute has been started at Nasik. For the requirements of the unit at Koraput, a training institute is being started in Bangalore, HAL. For the first year for two or three terms, this institute will function at Bangalore, but later on it will be located on the site itself. This is he progress made about MIG.

Shri Hari Vishnu Kamath: Are Soviet technicians coming here for training our men?

Shri Y. B. Chavan: There are some Russian technicians who are training them, but most of the training will be done by our own people also.

Shri Frank Anthony: May I ask why the Tata Committee condemned the MIG project?

Shri Y. B. Chavan: They possibly said that, but it was not found acceptable to Government.

Shri Frank Anthony: They said it is unsuitable here.

Shri Y. B. Chavan: But the Government have also decided, for very good reasons. Certainly, if they appoint a Committee, that does not mean that they should accept all the recommendations of the Committee. Instead of appointing a Committee, to make recommendations, one can appoint a committee to take decisions But that is not the way the Government functions: leaving the matter of decision to someone else.

So, really speaking, our important requirement is that of all-weather fighter planes. That, really speaking, is our requirement, and for that very purpose, the Joint Air Exercises came to our help technically, because at the technical level, the need and the requirement of such a plane was established. It was found necessary that as far as the technicians were concerned, the Indian Air Force does need some sort of supersonic fighter, and we have projected our requirements from where we can get, and it is in this connection that I would like to make a reference to certain remarks made by the hon. Member Shrimati Renu Chakravartty. She said that some representatives of Lockheed came to India and met a certain Minister in the early hours of the day. I can tell her that I found out from the Finance Minister himself personally who told me that nobody saw him. But certainly the representative was in India and he met the Secretary, Shri Boothalingam, and the Defence Secretary, Shri Rao. There is nothing wrong about it. And I can tell her that he met them absolutely during office hours, at 10.30 or 11 O'clock. It was not in the early hours of the day. Now, when we need a particular type of planes, I think it is better that we try to acquire them or require them if certain financial arrangements are possible and feasible. And that is what is being done.

Shrimati Renu Chakravartty (Barrackpore): Are you getting it, and under what terms?

Shri Y. B. Chavan: Certain offers are there. We have to consider them; whether they will be within our reach or not is a matter that will have to be gone into. But certainly there is nothing wrong in trying to get it. As the hon. Member herself stated, let us get them if we can get them.

Shri Morarka (Jhunjhunu): Even in the early hours!

Shri Tyagi: Whether it is in the early hours or not, that does not make much difference.

Shri Y. B. Chavan: Such a suggestion was made and I think it is not rather very desirable. I wanted to make a reference to it—to the remark about the early hours of the day; she had a certain hint at it which was not very good. (*Interruption*).

Shri Ramanathan Chettiar (Karur): The hon. Member has forgotten that we are in a state of emergency.

Shri Y. B. Chavan: I would like to come to the specific points. I have dealt with the first category of criticisms. I would now like to go into some of the other specific criticisms that were made. The first criticism in this respect was about the large surrenders on sanctioned amounts. I would like to take a few minutes of this House on that point, because this hon. House is entitled to know the facts. When it sanctions a certain amount certainly for some important work, and if it is not spent, naturally they are entitled to seek an explanation for it, and I owe an explanation to this hon. House. If we see the estimated budget, we will find that really speaking, the surrendered amount comes to about Rs. 58 crores. Out of this Rs. 58 crores, Rs. 14 crores is on the revenue account and nearly Rs. 44 crores goes to the capital account. First of all, I would like to invite the attention of this hon. House to the fact that the attempt this year was of a very tremendous size. This year, practically we had doubled the budgeted amounts compared to the last year. That means our efforts at defence preparedness are trying to absorb 100 per cent more money. In this, the money which is not spent comes to about five to six per cent. It is not a question of percentage, but sometimes percentages also are useful to know the size of the problem.

Shri A. P. Jain (Tumkur): We have given the money and it has to be spent.

Shri Y. B. Chavan: I quite agree. But, at the same time, I will give the reasons why they could not be spent. As I said, Rs. 14 crores could not be spent as far as the revenue account was concerned. Rs. 44 crores was on the capital account, out of which Rs. 33 crores or Rs. 34 crores come under the new factories. I would like the hon. House to see the difficulties. This effort at establishing the new factories was married to the possibility of getting aid from other countries. It was not merely a question of spending the rupee element of it in this country, because we cannot start spending the money on the construction of factories in anticipation of the type of machinery that we are likely to get. With all our efforts—fact is fact—we could not succeed in getting aid for this production effort except one factory unit—St. Louis unit, which is going to be established at Varangaon for the small arms ammunition.

Shri Hari Vishnu Kamath: Was aid from any country declined by the Government?

Shri Y. B. Chavan: It was not a question of declining. It did not materialise, I should say. I do not want to put it negatively, because it is not a question of blaming anybody, because they may have their own difficulties possibly. Perhaps it would be necessary for us even now, this year ,to depend on aid, but suppose, if we do no get aid, the question is whether we have to forgo some of our other things in the Planning Division and try to have this production base. It will be a rather important decision for the Government as a whole. As I said, we have to take into consideration the strategic, economic development also. But certainly we would like to take further efforts in that direction. But why is it that large amounts on capital expenditure could not be spent? The reason was

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it was for certain uncertain factors over which neither I nor the Defence Ministry or the Government or this hon. House had any control. This particular fact has to be taken into consideration. I am merely trying to explain things. I do not say that I am satisfied with this. I am not satisfied.

Shri Tyagi: Are you sure that the amounts now in the revised estimate shall be spent by the end of the financial year?

Shri Y. B. Chavan: Yes, Sir. I can assure the hon. Member Shri Tyagi that the revised estimate amounts will be spent. Whatever check that one can make—as the hon. Member himself is aware how these checks can be made—will be made and I have come to the conclusion that the revised estimate amounts would be spent.

Shri Hari Vishnu Kamath: I am sorry to interrupt, Sir. The statement is good as far as it goes. But is it a fact that up to the and of January, 1964 only about Rs. 560 crores were spent out of the Rs. 800 crores and odd of even the revised estimates?

Shri Y. B. Chavan: Approximately about Rs. 600 crores were spent. Naturally the bulk of the expenditure comes in the last three months. For example, the salaries and pay are always accounted for on the quarterly basis. The pay etc. of the entire services will be credited in the month of March. I gave this point just to illustrate my argument.

डा० राम मनोहर लोहिया (फर्रुखाबाद) : यह साल भर का है या तीन महीने का है ?

श्री यशवन्त राव चव्हाण : तीन महीने का है ।

डा० राम मनोहर लोहिया : इससे क्या ज्यादा फर्क पड़ता है ।

Shri Y. B. Chavan: The money will be accounted in the month of March for January, February and March. This is just one point for illustration.

The other important point is about the unification of the command. I would like to go into the history of the problem. It is better that we analyse this; possibly in doing so, I will also try to grasp the problem more effectively. It is better to go into the history of the position. Normally in this matter, we go by what is prevailing in the other countries, particularly the United Kingdom. What was the position in our country? There was very rigid unification before independence, because their Army Commander-in-Chief was supposed to be the Commander-in-Chief of all the services. But after independence, we have deliberately changed this position. We have now put every Chief of Staff in charge of his own service. There can be that type of integration which prevails in America, if we have got the balanced development of all the three services. We cannot say that that situation prevails in our country today. If we had taken that sort of attitude and made the Army Commandar-in-Chief as the supreme person of all the armed services, possibly our Air Force would not have made the same progress as it has made in the last 10 or 15 years in our country. Naturally I must say that our integration is rather more logical and more perfect than what they have tried to do now in U.K. Till last year they were having three Ministries functioning independently of each other. We have no such thing, because all the three services function in an integrated way under one Defence Ministry here.

Certainly the most important committee that we have is the Committee of the Chiefs of Staff. That committee is the highest technical advisory body of the Government. One point made by Mr. Anthony was about the chairmanship of the Chiefs of Staff

Committee. The rule prevails there that the senior member among the Chiefs of Staff would be the Chairman of the Chiefs of Staff Committee. I do not think there is anything wrong about it.

Shri Frank Anthony: What about operational command?

Shri Nath Pai (Rajapur): Why not by rotation?

Shri Y. B. Chavan: Let us not try to make it so absurd. Let us see what is the function of the Chairman of the Chiefs of Staff Committee He is not the operational head. Really speaking, he is the Chairman who coordinates, who presides over the meetings of the Chiefs of Staff Committee. He is not the chief operational head, as is the Chief of Defence Staff in England, for example. We can certainly have it; I do not say we should not have it. But we can have it when we reach that stage when we have developed all the three services in a balanced manner; at that stage certainly one can think about it. A particular type of organisation would be good for a particular type of situation. It would be wrong to say that what is good for England today is good for us, or that the type of organisation which prevails in the Pentagon is good for us. Possibly it is not so. I can certainly say that we have not come to the stage when we can take a final view about it and say that we can have a Chief of Defence Staff as in England or we can have the type of organisation which prevails in America. From my own experience, I find that our system is more elastic. For example, in 1963, out of 365 days in the year, I met all the three Chiefs of Staff together on 169 days. We could review the situation, discuss and assess matters. They have direct approach to the Defence Minister, with whom they can sit and discuss matters. Really speaking, we should evolve systems and institutions according to our own requirements. If experience shows us that certain modifications will be necessary in this organisation, I would not be hesitant to accept those modifications.

डा० राम मनोहर लोहिया : नतीजा क्यों इतना खराब है ? नतीजा खराब पद्धति बढ़िया ।

Shri Frank Anthony: About this separation of operational command, how does it function on the field? What happened in NEFA? Was anybody in direct overall operational command or did they have an independent air command?

Shri Y. B. Chavan: The system there was that the Corps Commander was in charge of the operations.

Shri Frank Anthony: Including air?

Shri Y. B. Chavan: Yes; including air. There is nothing wrong in this. But it did not function in this particular case for reasons which I have explained in my assessment of the NEFA Enquiry. It does not mean that that particular system was wrong. That type of operation cannot be run from Delhi—that was exactly the criticism. Really speaking, it must be in the hands of those people who are there.

Shri Ranga and certain hon. Members referred to the recruitment from the mountain regions of the hilly people. In the very large recruitment that was done last year, I have got figures to show that nearly 17 per cent of the people were recruited from those very regions. So, it should not be sought to be conveyed that in the recruitment effort, these regions were neglected or were not taken note of.

At the same time, there was another very pertinent point raised by Mr. Tyagi on some other occasion. He asked, what are we doing about the training in the border areas? I must say that that is a very important point. I do not say it is not important. But we have got certain priorities in this matter, which the hon.

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Member would try to realise. When we are raising such a large army and making such large commitments, can we give priority for arming them and finding the equipment for this large army which we are raising or can we try to go on arming the border people? Certainly efforts will be necessary for that, but that will have to be taken up at a later stage. But the very concept of taking the help of the local people is accepted as part of our preparations. For his information, I may tell him that in U.P. in certain sectors, scouts—not boy scouts, but the word 'scout' here really means some sort of trained perosnnel—will be helping the army in case of operations. Similar training is being undertaken in Himachal Pradesh and U.P. Certainly the idea has taken birth and it will grow from time to time as conditions become favourable.

Shri Hari Vishnu Kamath: Combine farming and fighting.

Shri Y. B. Chavan: Yes.

The other point that was raised was about the military assistance programme. Certainly we have given some more information on this point many times on the floor of the House.

Sir, the assistance programme falls under two broad groups. One is the programme agreed to at the Nassau Conference and the other is the post Nassau programme. The understanding between the Government of India and the Government of USA, UK and Australia was that the supplies would be made under certain conditions. Those conditions are:(i) the weapons, ammunitions and other supplies provided will be used only for the purpose of resisting the Chinese aggression—this point was made by the hon. Member, Shrimati Renu Chakravartty —(ii) that the Government of India will offer necessary facilities to the representatives of the Government concerned attached to their Missions in India for the purpose of observing and reviewing the use of such articles; and, (iii) that the Government of India will offer for return to the respective Governments such articles furnished by them which are no longer needed for the purpose for which they were originally made available. I would like to say that we have accepted these conditions and we want to honour those conditions. But, Sir, I know what the people have in their mind. Suppose tomorrow there is some trouble from Pakistan, what do we do? They will say, have we resources enough? I must say that without these equipments that we receive from these countries, we can certainly resist them.

I do not propose to under-estimate the assistance that we have received. But it is better we understand the size of the equipment that we have received in respect of our own requirments. We say, we wanted to raise six new mountain divisions. It will be very interesting to note what will be the cost of raising such a mountain division. I find that the cost of equipment required for raising a new infantry division is estimated at Rs. 25 crores per division, and the combat reserves, equipments and ammunitions for a period of three months would amount to Rs. 7·5 crores per division. That means, for six divisions, to raise six divisions with these equipments and reserves, the cost will come to nearly Rs. 200 crores. What we feel is, really speaking.... *(Interruption)*. It is a question of simple arithmetic. It is 25 plus 7 multiplied by 6 which comes to nearly Rs. 200 crores. The army equipment and ammunition promised under the Nasau programme amounts to Rs. 30 crores which comes to nearly 15 per cent of the actual cost of the equipments that we need. I am trying to give this information not in any way to under-estimate the assistance that is given. We are very grateful to the prompt and timely help given to us. But it should not be asked, if we do so, if we want to accept these conditions, what will happen if the difficulty comes from another corner. In order to assure the hon. House, I have tried to give this information.

Now, I mentioned about six factories. At the same time, I do not want this hon. House to go away with an impression that nothing is done on the production front. I must say, the existing units of our defence production are doing an absolutely wonderful work. I am entirely one with Shrimati Renu Chakravartty in giving my heartfelt thanks to the workers in these factories. They have produced nearly from a minimum of 80 per cent to a maximum of 100 per cent more in quantitative production. Apart from that, the modernisation of existing units have gone very well, and the most important point that matters is that these units have established the production of 26 new items which our own requirement projected. Certainly, in the course of one year, this development is something very encouraging, because if we just say that the production side is not doing well we, really speaking, try to demoralise the people who are working on that front. Therefore, I am making a mention of this particular aspect.

I would like to come to another point, and that is the point about air accidents. The hon. Member, Shri Kamath, during the course of this debate and even previously had raised the question of appointment of some sort of a Parliamentary Commission to go into this.

Shri Hari Vishnu Kamath: Not some sort of, but a real Parliamentary Commission, a full-fledged Parliamentary Commission.

Shri Y. B. Chavan: Yes, a real Parliamentary Commission. I did give my serious thought to this problem, but I must inform the hon. House that I cannot accept that recommendation or suggestion. I will give the reasons. First of all, I want to let the hon. House know that my idea is not to evade any enquiry. The usual type of enquiry which was held by the Air Force officers is not enough. I have come to the conclusion that some sort of an enquiry by persons not entirely connected with the Air Force should be held. Therefore, I have decided to appoint a Committee under the chairmanship of Shri Khera, our Cabinet Secretary, with which will be associated as member, Shri Katju, Director-General of Civil Aviation and also Air Vice Marshal Arjan Singh, Vice Chief of Air Staff, there will also be another Member-Secretary. The terms of reference of this Committee will be to examine the existing regulations and arrangements for flying and flying safety, for clearing an aircraft as fit for flying and the standards of training of a pilot in relation to the task he is entrusted with; secondly, to examine the adequacy of the above regulations and arrangements and their implementation; and, thirdly, to recommend remedial measures, if any, to minimise accidents

Shri Hari Vishnu Kamath: Sir, if you will kindly permit me, I want to say just one thing. I do not question the competence of the officers mentioned. But I do want to say that it is wholly unsatisfactory. We want a real Parliamentary Commission because of the seriousness of the matter.

Shri Y. B. Chavan: I have not completed. It will be rather unfair for the Members of Parliament also to go into this enquiry. There are two points on which I do not want to accept it. Firstly, our idea is not to demoralise the Air Force. I would like to tell hon. Members, unfortunately, in the recent few months there were a series of accidents which created an anxiety in everybody's mind, which I do share. But, at the same time, we must not forget, during the NEFA campaign, the wonderful work our air force did without a single accident. That is something which we should take note of.

Shri Nath Pai: Much more than 'taking note' was done. Handsome tributes were paid for the magnificent work that our boys did in NEFA.

Shri Y. B. Chavan: We have to see that ultimately we do not demoralise them. Some sort of a Parliamentary Commission would create a sort of feeling in their mind as if something is being done to find fault with them.

Shri Hari Vishnu Kamath: That will buck them up.

Shri Y. B. Chavan: Again, such a committee will have to deal with a large amount of operational data. I think this is a compelling reason which kept me out of the consideration of this type f an enquiry. This is a very important argument. I would like to say that demoralisation comes the other way too. If we just try to create that psychology that in the Air Force they have always to play for safety, that also is not good. There is a difference between civil aviation and the Air Force, because they are supposed to take the risk and fulfil their mission.

An Hon. Member: Calculated risk.

Shri Y. B. Chavan: Everybody has to take a calculated risk. Sometimes even knowingly he is supposed to take an uncalculated risk. He has to be trained for that purpose.

Again, I must say—again I may be told that I am using statistics to prove something—the flying hours in the Air Force has increased nearly 2½ times more than what was done in 1954 or 1955. I cannot give the flying hours because it will be rather an important information. They have the method of calculating the accident rate per 10,000 flying hours. According to the statistics that is made available to me, they say that compared to other countries the rate is certainly within limits. Therefore, I must put on record the fine work that has been done by our Air Force and the tremendous training commitment that they have done. We must not give an impression that by opening this enquiry we are trying to express any sense of censor.

Shri Hari Vishnu Kamath: We will strengthen them.

Shri Y. B. Chavan: Really speaking, our idea is to strengthen them. We cannot afford to lose such trained valuable lives. That is, really speaking, more important for us. Life of the Air Force is also very important for us. But we must try to find out whether there are any defects which are unconsciously there and which we can try to eliminate. Really speaking, that is the purpose of this enquiry.

Shrimati Renu Chakravartty: Besides the three points which he has mentioned regarding the terms of reference what about radio transmission by Pakistan radios about which a reference was made in this House earlier?

Shri Y. B. Chavan: That is a matter for investigation.

Shrimati Renu Chakravartty: Should it also not be made a term of reference?

Shri Y. B. Chavan: That need not be a term of reference of this Committee. The functions and purpose of this Committee are quite different. The last point that I want to make is about the Canteen Stores Department, CSDI as it is popularly known, to which a reference was made by Shri Trivedi. The CSDI is essentially a welfare organisation. As we all know our troops are stationed in far-flung forward areas, where marketing facilities are not available., For a large number of requirements of the army personnel outside the issue of rations, which are supplied by the Government itself, they have to depend on some sort of supplying agency. In order to provide this facility, during the British days some agency started functioning. First of all, it was the Contractors' Syndicate, which was replaced by the Canteen Stores Department in 1942. The present CSDI came into existence in 1947.

It is not making use of any Government money. Though the former CSD had taken some Government loans, the CSDI have repaid them with interest. At the present moment, of course, they enjoy certain concessions and special privileges like military credit notes for movement of goods and certain concessions in the matter of accommodation, transport etc. These facilities are reasonable and necessary, because a purely commercial organisation may not provide such facilities where they are most necessary, namely, in the forward areas. This type of agency is now contemplated and accepted in principle even in the case of civilian employees. There we think in terms of consumer co-operatives. The CSDI is doing practically the same work. The profit that it earns is used for welfare purposes of the army personnel.

It is true that some objections have been raise and Audit has pointed out that the accounts of this organisation should form part of the Consolidated Fund of India. This matter is being examined. We have to ensure ultimately that while the personnel of the armed forces do not lose the benefit of this organisation, at the same time, it becomes part of the Consolidated Fund of India.

These are some of the points that have been raised during the course of the discussion. In conclusion, I will say that I have found during my visits to the training centres and forward areas that the morale of the armed forces is something of which we can legitimately be proud. I am grateful to this hon. House for paying very good compliments to the personnel of all the three services. I am sure it will give them courage, strength and a great sense of patriotism and make them equal to the task that they will be asked to face if any invasion comes from any quarter. I am sure these people, with their courage, patriotism and capacity as trained personnel, will save India in times of emergency.

Shri Hari Vishnu Kamath: Sir, on a point of information. Is it a fact that Government has still not moved our troops to the MacMahon line, and has left that matter to the judgment or decision of our Generals and, if so, is the Minister aware of the celebrated . . .

(At this stage, a paper fell down from the Press Gallery).

Shri Hari Vishnu Kamath: Sorry, Sir.

Mr. Speaker: Is it some communication to me? Or is it negligence? That should not happen. The press people should remain awake and not sleep over their papers.

Shri Nath Pai: They may be excused.

Shri Hari Vishnu Kamath: Is the Minister aware of the celebrated military dictum that war or defence is too serious a matter to be left to the Generals only?

श्री राम सेवक यादव (बाराबंकी) : जातियों के नाम पर रेजीमेंटों के नाम रखने का जहां तक सम्बन्ध है यह मांग की जाती है कि और भी रेजीमेंटों का नाम जातियों के नाम पर रखा जाए। मैं जानना चाहता हूं कि क्या मन्त्रालय जातियों के नाम पर जो मौजूदा रेजीमेंटस हैं उनको समाप्त करने के प्रश्न पर विचार कर रहा है या वह चाहता है कि जातियों के नाम पर और भी रेजीमेंटों के नाम रखे जायें।

Shri Frank Anthony: The Minister was not pleased to tell us as to what policy he is pursuing with regard to nuclear research for producing ordinary conventional weapons. Secondly, what about the army council?

डा० राम मनोहर लोहिया : आसन्न पत्तन परिपत्र के बारे में और ऊंचे अफसरों के

[डा० राम मनोहर लोहिया]

अनुपात के बारे में माननीय रक्षा मन्त्री ने कुछ नहीं कहा है, यह बात मैं आपकी अदालत में कहे देता हूं।

दूसरा प्रश्न मेरा यह है कि दरांग में जो बोमडीला से भी ज्यादा उत्तर में है जब चीनी सेना ने हिन्दुस्तानी प्रतिनिधियों को उनके हथियार समर्पित किए तो भाषण में और आपसी बातचीत में उन्होंने कहा कि तुम्हारे निशाने बाज हमसे ज्यादा अच्छे थे, तुम्हारे हथियार हम से ज्यादा अच्छे थे लेकिन तुम में कुछ कमी थी जिसके सबब तुम भाग गए। क्या माननीय रक्षा मंत्री ने इस बात की अब तक जांच की है और की है तो उसका क्या नतीजा निकला है ?

Shri Y. B. Chavan: I could answer only one or two points; not all of them. On the point that was mentioned about the MacMahon line, our civil administration has reached the MacMahon line.

Shri Hari Vishnu Kamath: What about the military?

Shri Y. B. Chavan: As far as the military is concerned, as the Prime Minister has stated many times on the floor of this House, whether to go or not, when to go, where to go, how far to go etc. are matters for the army military leaders to decide.

Shri Hari Vishnu Kamath: Has the Government asked them not to go to the MacMahon line?

Shri Y. B. Chavan: No. About the percentages which Dr. Lohia wanted to know, I am sorry, I have not got the figures. I will certainly find out whether there is no scope for lower officers to become officers in the army.

डा० राम मनोहर लोहिया : लोअर अफसर नहीं, सिपाही।

Shri Y. B. Chavan: Some of these sepoys become JCOs and NCOs. I find from the recent recruitment to the officers' cadre that nearly 20 per cent of the officers are drawn from the ranks of JCOs and NCOs.

डा० राम मनोहर लोहिया : ब्रिगेडियर से ऊपर नहीं यानी, जनरल्ज वगैरह के लिए कह रहा हूं।

Shri Y. B. Chavan: I did make a reference to that. I said I have no information on that point. I did say that.

About some of the other smaller points which have been raised, I will examine them and reply to the hon. Members, as I did last time.

श्री राम सेवक यादव : मेरे प्रश्न का उत्तर नहीं मिला है।

अध्यक्ष महोदय : उन्होंने कहा है कि जिनका उत्तर वह नहीं दे सकेंगे उनको एग्जेमिन करेंगे।

डा० राम मनोहर लोहिया : दरांग के बारे में कहा जाए तो ज्यादा अच्छा होगा।

Shri Frank Anthony: What is the policy with regard to producing conventional nuclear weapons? That was not explained.

Shri Y. B. Chavan: No experiments are being done on that and it is not the policy of the Government to do it.

Shri Karni Singhji: Are we going to allow China to make these experiments before we make them?

Mr. Speaker: Order, order. What about the cut motions?

Shri Hari Vishnu Kamath: I want cut motion No. 6 to be put separately, while 7 and 62 may be put together.

Shri Ranga: Mine is No. 39, the same as No. 6.

Mr. Speaker: So, it could not be moved. It was not moved.

Shri Ranga: The next day we corrected it.

Mr. Speaker: When it is barred, how could it be corrected?

Shri Ranga: How can it be barred? The usual practice was, if the same cut motion has been given notice of by half a dozen members separately all the six names would be added to the cut motion.

Mr. Speaker: I assure him that is not the practice. He should kindly refresh his memory.

Shri Ranga: Then there are three more cut motions, 35, 36 and 37. If it is convenient to you, all the three may be put together.

Mr. Speaker: Everything is convenient to me, whatever he wants me to do. I believe there are no other cut motions which have to be put separately.

I shall now put cut motion No. 6, which is the same as 39, to the vote of the House.

The question is:

"That the Demand under the head Ministry of Defence be reduced by Rs. 100."

[Failure to take effective steps for building up the national defences, and thus failing to seriously implement the solemn pledge taken in the House on November 14, 1962 to drive out the Chinese invader from the sacred soil of India." (6)]

Shri Hari Vishnu Kamath: The cut motion, Sir, is directed against the Government as a whole and let the entire Government take note of this.

Mr. Speaker: Let the Lobbies be cleared.

The Lok Sabha divided:

Division No. 11] **[13.57 hrs.**

AYES

Aney, Dr. M.S.
Bade, Shri
Basant Kunwari, Shrmati
Barua, Shri R.
Berwa, Shri Onkar Lal
Bheel, Shri P.H.
Deo, Shri P.K.
Kamath, Shri Hari Vishnu
Himmatsinhji, Shri
Kachhavaiya, Shri
Karni Singhji, Shri
Lohia, Dr. Ram Manohar
Mahananda, Shri
Mandal, Shri B.N.
Masani, Shri M.R.
Mehta, Shri Jashvant
Nath Pai, Shri
Ranga, Shri
Reddy, Shri Narasimha
Sezhiyan, Shri
Shashank Manjari, Shrimati
Vishram Prasad, Shri
Yadav, Shri Ram Sewak
Yashpal Singh, Shri

NOES

Akkamma Devi, Shrimati
Alva, Shri A.S.
Bal Krishna Singh, Shri
Balmiki, Shri
Barkataki, Shrimati Renuka
Basappa, Shri
Baswant, Shri
Bhattacharrya, Shri C.K.
Birendra Bahadur Singh, Shri
Bist, Shri J.B.S.
Brajeshwar Prasad, Shri
Brij Raj Singh Kotah, Shri
Chakraverti, Shri P.R.
Chanda, Shrimati Jyotsna
Chandrabhan Singh, Shri
Chaudhuri, Shri D.S.
Chavan, Shri D.R.
Chavan, Shri Y.B.
Chavda, Shrimati
Chuni Lal, Shri
Dafle, Shri
Das, Shri B.K.
Das, Shri Sudhansu
Dass, Shri G.
Dighe, Shri
Dwivedi, Shri M.L.
Gahmari, Shri
Ganapati Ram, Shri
Gandhi, Shri V.B.
Hansda, Shri Subodh
Hem Raj, Shri
Iqbal Singh, Shri
Jadhav, Shri M.L.
Jain, Shri A.P.
Jyotishi, Shri J.P.
Khan, Shri Osman Ali
Koujalgi, Shri H.V.
Kotoki, Shri Liladhar
Kureel, Shri B.N.
Lakshmikanthamma, Shrimati
Lalit Sen, Shri
Mandal, Dr. P.
Maniyangadan, Shri
Marandi, Shri
Mehta, Shri J. R.
Mohiuddin, Shri
Morarka, Shri
More, Shri K.L.
More, Shri S.S.
Mukane, Shri
Mukerjee, Shrimati Sharda
Musafir Shri, G.S.
Naidu, Shri V.G.
Pande, Shri K.N.
Pandey, Shri R.S.

NOES—*contd.*

Pandey, Shri Vishwa Nath	Rane, Shri	Shree Narayan Das, Shri
Patel, Shri P.R.	Rao, Shri Krishnamoorthy	Singha, Shri G.K.
Patel, Shri Rajeshwar	Rao, Shri Muthyal	Sinhasan Singh, Shri
Raghunath Singh, Shri	Rattan Lal, Shri	Soy, Shri H.C.
Raghuramaiah, Shri	Raut, Shri Bhola	Subbaraman, Shri C.
Rai, Shrimati Sahodrabai	Ray, Shrimati Renuka	Sumat Prasad, Shri
Raj Bahadur, Shri	Reddy, Shrimati Yashoda	Swaran Singh, Shri
Rajdeo Singh, Shri	Roy, Shri Bishwanath	Tiwary, Shri D.N.
Raju, Shri D.B.	Sadhu, Ram, Shri	Tiwary, Shri K.N.
Ram Sewak, Shri	Saha, Dr. S.K.	Tyagi, Shri
Ramanathan Chettiar, Shri	Samanta, Shri S.C.	Uikey, Shri
Ramaswamy, Shri V.K.	Saraf, Shri Sham Lal	Varma, Shri M.L.
Ranjan Singh, Shri	Satyabhama Devi, Shrimati	Yadav, Shri Ram Harkh
	Sen, Shri P.G.	Yadava, Shri B.P.

Mr. Speaker: The result of the Division is: *Ayes* .. 24; *Noes* .. 95.

The motion was negatived.

Mr. Speaker: I shall now put cut motions 7 and 62 to the vote of the House.

The cut motions (Nos. 7 and 62) were put and negatived

Mr. Speaker: Now, I shall put cut motions 35, 36 and 37 to the vote of the House.

Shri Ranga: These may kindly be read out.

Mr. Speaker: The cut motions read as follows:

"That the Demand under the Head Ministry of Defence be reduced by Rs. 100."

[*Failure to broadbase the Defence Council and convene it more frequently.* (35)].

[*Failure to publish the full NEFA Report by Gen. Henderson Brooks.* (36)].

[*Need for a Committee including a few retired Generals to study the possibilities of eliminating wastage in the Defence expenditure and to suggest ways and means of tightening control.* (37)]

Shri Ranga: All the three may be put together and the House may divide.

Mr. Speaker: He should know that if all the three are put together, I cannot order a division. He may choose one of them.

Shri Ranga: All right. Cut Motion No. 36 might be put.

Mr. Speaker: I shall now put Cut Motion No. 36 to the vote of the House.

14 hrs.

Shri Hem Barua (Gauhati): I did not hear the bell in the Library. Something seems to be wrong with the bell there.

Mr. Speaker: That may be so; I shall make enquiries.

Shri Hari Vishnu Kamath: His vote may be taken into account and added to the result of the previous division.

Mr. Speaker: That is not possible.

Probably, Shri Hem Barua was much too busy with his talks there. Other Members have been able to come from the Central Hall.

Shri Hem Barua: I was in the Library in the first floor.

Mr. Speaker: It is the duty of the party whip also to inform the hon. Member.

Shri Hari Vishnu Kamath: He is himself the party whip.

Mr. Speaker: I shall now put cut motion No. 36 to vote.

The question is:

"That the Demand under the Head Ministry of Defence be reduced by Rs. 100."

[*Failure to publish the full NEFA Report by Gen. Henderson Brooks* (36)].

Let the Lobby be cleared.

Shri Nath Pai: It is up to them to think about the implications of this, because when the Defence Ministry's Demands are being voted upon and there are cut motions which imply censure on the Government, only one Cabinet Minister is here supporting Shri Y. B. Chavan. Is there something more to it?

Mr. Speaker: The whole Government will go out if the censure succeeds.

Shri Tyagi: I think that my hon. friends are not serious about this.

Shri Nath Pai: We are very serious.

Shri Hari Vishnu Kamath: If my hon. friend Shri Tyagi is serious, he would not vote against it.

The Lok Sabha divided:

Division No. 12] **[14.03 hrs.**

AYES

Bade, Shri
Barua, Shri Hem
Barua, Shri R.
Basant Kunwari, Shrimati
Berwa, Shri Onkar Lal
Bheel Shri P.H.
Chaudhary, Shri Y.S.
Chaudhuri, Shri Tridib Kumar
Deo, Shri P.K.
Himmatsinhji, Shri
Kachhvaiya, Shri
Kamath, Shri Hari Vishnu
Karni Singhji, Shri
Lohia, Dr. Ram Manohar
Mahananda, Shri
Mandal, Shri B.N.
Masani, Shri M.R.
Mehta, Shri Jashvant
Nath Pai, Shri
Ranga, Shri
Reddy, Shri Narasimha
Sezhiyan, Shri
Shashank Manjari, Shrimati
Shastri, Shri Prakash Vir
Vishram Prasad, Shri
Yadav, Shri Ram Sewak
Yashpal Singh, Shri

NOES

Akkamma Devi, Shrimati
Alva, Shri A.S.
Aney, Dr. M.S.
Balakrishnan, Shri
Balmiki, Shri
Barkataki, Shrimati Renuka
Basappa, Shri
Baswant, Shri
Bhattacharyya, Shri C.K.
Birendra Bahadur Singh, Shri
Bist, Shri J.B.S.
Brajeshwar Prasad, Shri
Brij Raj Singh Kotah, Shri
Chakraverti, Shri P.R.
Chanda, Shrimati Jyotsna
Chandrabhan Singh, Shri
Chaudhuri, Shri D.S.
Chavan, Shri D.R.
Chavan, Shri Y.B.
Chavda, Shrimati
Chuni Lal, Shri
Dafle, Shri
Das, Shri B.K.
Das, Shri Sudhansu
Dass, Shri G.
Dighe, Shri
Dwivedi, Shri M.L.
Gahmari, Shri
Ganapati Ram, Shri
Gandhi, Shri V.B.
Hansda, Shri Subodh
Hem Raj, Shri
Iqbal Singh, Shri
Jadhav, Shri M.L.
Jain, Shri A.P.
Jyotishi, Shri J.P.
Khan, Shri Osman Ali
Kotoki, Shri Liladhar
Kourjalgi, Shri H.V.
Kureel, Shri B.N.
Lakshmikanthamma, Shrimati
Lalit Sen, Shri
Laskar, Shri N.R.
Mandal, Dr. P.
Maniyangadan, Shri
Marandi, Shri
Mehta, Shri J.R.
Misra, Shri Mahesh Dutta
Mohiuddin, Shri
Morarka, Shri
More, Shri K.L.
More, Shri S.S.
Mukerjee, Shri
Mukherjee, Shrimati Sharda
Musafir, Shri G.S.
Naidu, Shri V.G.
Pande, Shri K.N.
Pandey, Shri R.S.
Pande, Shri Sarjoo
Pandey, Shri Vishwa Nath
Patel, Shri P.R.
Patel, Shri Rajeshwar
Raghunath Singh, Shri

NOES—*contd.*

Raghuramaiah, Shri	Rattan Lal, Shri	Singha, Shri G. K.
Rai, Shrimati Sahodrabai	Raut, Shri Bhola	Sinhasan Singh, Shri
Raj Bahadur, Shri	Ray, Shrimati Renuka	Soy, Shri H.C.
Rajdeo Singh, Shri	Reddy, Shrimati Yashoda	Subramaniam, Shri C.
Raju, Shri D.B.	Roy, Shri Bishwanath	Sumat Prasad, Shri
Ram Sewak, Shri	Sadhu Ram, Shri	Swaran Singh, Shri
Ramanathan Chattiar, Shri	Saha, Dr. S. K.	Tiwary, Shri D. N.
Ramaswamy, Shri V.K.	Samanta, Shri S. C.	Tiwary, Shri K. N.
Ramanjai Singh, Shri	Saraf, Shri Sham Lal	Tyagi, Shri
Rane, Shri	Satyabhama Devi, Shrimati	Uikey, Shri
Rao, Shri Krishnamoorthy	Sen, Shri P. G.	Verma, Shri M. L.
Rao, Shri Muthyal	Sharma, Shri K. C.	Yadav, Shri Ram Harkh
		Yadava, Shri B.P.

Mr. Speaker: The result of the Division is:

Ayes : 27; *Noes* : 99.

The motion was negatived.

Mr. Speaker: I shall now put cut motions Nos. 35 and 37 to the vote of the House.

The cut motions (Nos. 35 and 37) were put and negatived.

Mr. Speaker: I shall now put all other cut motions to vote.

All the other cut motions were put and negatived.

Mr. Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the fourth column of the Order Paper, be granted to the President to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1965, in respect of the heads of demands entered in the second column thereof against Demands Nos. 3 to 7 and 113 relating to the Ministry of Defence.".

The motion was adopted.

[*The motions for Demands for Grants which were adopted by the Lok Sabha, are reproduced below*—Ed.]

DEMAND NO. 3—MINISTRY OF DEFENCE

"That a sum not exceeding Rs. 55,46,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Ministry of Defence'."

DEMAND NO. 4—DEFENCE SERVICES, EFFECTIVE—ARMY

"That a sum not exceeding Rs. 5,34,31,13,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Defence Services, Effective—Army'."

DEMAND NO. 5—DEFENCE SERVICES, EFFECTIVE—NAVY

"That a sum not exceeding Rs. 21,21,62,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Defence Services, Effective—Navy'."

DEMAND NO. 6—DEFENCE SERVICES, EFFECTIVE—AIR FORCE

"That a sum not exceeding Rs. 1,14,22,58,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Defence Services, Effective—Air Force'."

DEMAND NO. 7—DEFENCE SERVICES—NON-EFFECTIVE

"That a sum not exceeding Rs. 20,07,50,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Defence Services—Non-Effective'."

DEMAND NO. 113—DEFENCE CAPITAL OUTLAY

"That a sum not exceeding Rs. 1,29,20,42,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Defence Capital Outlay'."

MINISTRY OF TRANSPORT

Mr. Speaker: The House will now proceed with the discussion and voting on the Demands for Grants under the control of the Ministry of Transport, for which 5 hours have been allotted.

Hon. Members who want to move cut motions may send slips to the Table within ten minutes indicating the numbers of the cut motions which they want to move and they will be treated as having been moved subject to their being otherwise in order.

DEMAND NO. 82—MINISTRY OF TRANSPORT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 97,34,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Ministry of Transport'."

DEMAND NO. 83—METEOROLOGY

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,45,78,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Meteorology'."

DEMAND NO. 84—CENTRAL ROAD FUND

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,03,76,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Central Road Fund'."

DEMAND NO. 85—COMMUNICATIONS (INCLUDING NATIONAL HIGHWAYS)

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 7,02,51,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Communications (including National Highways)'."

DEMAND NO. 86—MERCANTILE MARINE

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,18,74,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Mercantile Marine'."

DEMAND NO. 87—LIGHTHOUSES AND LIGHTSHIPS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 1,00,19,000 be granted to the

[Mr. Speaker]

President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Lighthouses and Lightships'."

DEMAND NO. 88—AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,45,54,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Aviation'."

DEMAND NO. 89—OTHER REVENUE EXPENDITURE OF THE MINISTRY OF TRANSPORT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,81,68,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Other Revenue Expenditure of the Ministry of Transport'."

DEMAND NO. 137—CAPITAL OUTLAY ON ROADS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 54,73,37,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Capital Outlay on Roads'."

DEMAND NO. 138—CAPITAL OUTLAY ON PORTS

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 2,44,27,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Capital Outlay on Ports'."

DEMAND NO. 139—CAPITAL OUTLAY ON CIVIL AVIATION

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 4,53,28,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Capital Outlay on Civil Aviation'."

DEMAND NO. 140—OTHER CAPITAL OUTLAY OF THE MINISTRY OF TRANSPORT

Mr. Speaker: Motion moved:

"That a sum not exceeding Rs. 6,30,75,000 be granted to the President to complete the sum necessary to defray the charges which will come in course of payment during the year ending the 31st day of March, 1965, in respect of 'Other Capital Outlay of the Ministry of Transport'."

Shri M. R. Masani (Rajkot): I have moved cut motion No. 5, which deals with the failure to take steps to enable roads and road transport to play their part in the country's economic development.

14.06 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

I am speaking on this subject after an interval of three years. At that time, my hon. friend's senior colleague, Dr. P. Subbarayan, was in charge of this portfolio, and my hon. friend opposite was the Minister of State in charge of this particular matter.

During the three years that have passed, one had hoped for a great deal of improvement in regard to the position about the development of roads and road transport in this country. The report of the Ministry, which we have with us, gives a somewhat smug picture full of complacency about what is being done for the development of roads and road transport. I am afraid, with all respect to my hon. friend the Minister, the complacency shown in that report is not justified. The picture that I see, on the other hand, is of dangers facing this country of a bottle-neck before long.

It seems to be a fact that, during the middle of every Five Year Plan, the Railways and the Planning Commission get together to reassure us that everything is under control. But when that particular Plan ends, we face disaster. That happened in the case of the Second Five Year Plan and although I hate to be a prophet of gloom, I am going to make this prophecy that at the end of the Third Plan we shall be facing an even worse situation. During the middle of the Second Plan, if you see the Railway Budget speech of 18th February, 1959, you will find that the case of the Railways was that they had more than surplus capacity, and they could take care of all the growth in traffic and indeed, that in order to protect them, restrictions should be placed on road transport. Unfortunately, that view was accepted. That complacency and the acceptance of that view led to disaster in 1961. By 1960-61, the transport demands exceeded the transport capacity by about 12 million tons. This in turn led to the closure of factories, the dismissal of thousands of workers, and the stultification of our economic progress. We all remember the bottle-neck in coal, for instance, which was one example of that breakdown.

Again, in the middle of the Third Plan the picture as held out by the Railways and the Planning Commission, without, as far as I can see, any contradiction from the Transport Ministry, that everything is again under control. If this complacency is accepted again, I shall forecast a transport shortage in 1966 which will be six times as intense and far-reaching as that which occurred in 1961. Why do I say that we shall be caught napping?

On the basis of the accepted relationship between the growth of national income and the demand for transport, it has been estimated that the total mechanised facilities will have to be geared to 375 million tons of traffic, at the end of the Third Plan, in 1966-67. This is an unprecedented increase in demand. The Railways estimate their own carrying capacity at the end of the Third Plan at 245 million tons. Therefore, 130 million tons will need to be carried by other methods; obviously, of these, road transport will be by far the biggest.

How are we gearing ourselves to meet this challenge of 130 million tons of transport, which today we have not the means to carry? I fear that on every front, our failure to meet this challenge, and, it would seem our lack of the awareness of the bottle-neck that will exist, comes to view.

The state of the roads is deplorable. Quite apart from the miserable quality of our roads, even the quantity is lacking. Per square mile of area, we have in India today 0.36 miles of road as against 2.3 miles in U.K., 3.6 miles in France and 4.1 miles in Japan. Even little Ceylon, backward as it is, has twice our road mileage,—0.76 mile per square mile.

The 20-year plan of road development had called for an expenditure of Rs. 590 crores during the current Plan. The actual allocation, it is distressing to note, has been less than Rs. 420 crores. Why this failure to get the balance? I think it is a failure of the Transport Ministry. I know

[Shri M. R. Masani]

the Transport Ministry has its difficulties. But that is what it is there to meet. It is there to champion the cause of road transport. The Railway Ministry exists only to champion the cause of the railways, but road transport lacks that championship on its own side. I would appeal to the hon. Minister even now. Let him try and get this balance of the unallocated resources which have been earmarked for road transport, but which the Transport Ministry fails to secure in any given current year.

On what basis does this take place? The Railways are yielding less than Rs. 150 crores annually by way of interest and taxes to Government. The funds allocated to them amount to Rs. 1500 crores, that is, more than 10 times the annual yield. The Railways are allocated more than 10 times their annual yield to the community. Road transport yields Rs. 220 crores per year. By the same process of reasoning, by any standard of equity and fairplay, they should have been allocated Rs. 2200 crores. Instead of that, there is a miserable allocation of Rs. 420 crores, just 1/5th of what should have been allocated by any parity of reason. Why does this happen?

Then we come to automobile manufacture—the manufacture of trucks, buses and other vehicles. There is no sign that we are going to produce the number of vehicles needed to lift the traffic anticipated at the end of the Third Plan. The production here again is far behind target. The Third Plan had set a target of 60,000 vehicles. The production at the end of 1960 was 27,100. It was, therefore, necessary to increase the production of vehicles by 6,400 vehicles annually to catch up with the target—6,400 more vehicles every year.

Let us see what has happened. In 1961, when the production should have been 33,500, the actual figure was 26,721. Thus, instead of producing 6,400 more, we produced 400 less! In 1962, when the production should have been 40,000, the number dropped further, to 26,820. In 1963, the latest year for which we have figures, we should have produced 46,000 vehicles, but the actual figure was 28,481! Therefore, the shortfall as against the Plan in the last three years is one of 37,000 vehicles.

Why has this happened? It is not the fault of the manufacturers. It is the fault of Government because, owing to faulty priorities, the foreign exchange that should have been given for the manufacture of these vehicles was denied to the industry. The result will be that even in 1966, we shall be far short of the target. I begin to see in newspapers official spokesmen themselves conceding that the target itself has been lowered from 60,000 to 54,000 at the end of the Third Plan. So even the pretence of trying to catch up with the obligations laid down at the beginning of the Third Plan is being given up.

Then we come to the restrictions on road transport. The hopes raised by the establishment of the Inter-State Transport Commission have been sadly blighted. The Commission had recommended the issue of inter-state permits for trunk routes, but this has not been implemented because the State Governments straddling these routes want to tax the vehicles over and over again.

Five years ago, the Road Transport Reorganisation Committee, of which I was privileged to be Chairman, had recommended that legislation laying down not the quantum but the principles of taxation, and providing for a single-point tax on transport vehicles should be prepared and introduced in Parliament by the Union Government. My hon. friend, Shri S. K. Patil—then the Minister in charge—warmly welcomed this and all the other recommendations made by our Committee, and the House unanimously applauded

the recommendations of the Committee. One believed that something would be done. I want to ask the hon. Minister why such a Bill has not been produced before the House although all these years have passed?

The number of permits issued on the recommendation of the Inter-State Transport Commission is a mockery when compared to the country's needs. According to the calculations made by Shri P. C. Mathew, a member of the Indian Civil Service, and Additional Secretary to the Cabinet Secretariat in the Department of Statistics, in February 1962, the additional volume of long-distance traffic ear-marked for roads during the current Plan is 16 million tons. This is the figure worked out by the Cabinet Secretariat. Each million tons may need 3,000 trucks. 48,000 permits will be needed to lift the traffic which roads will have to carry by 1966. Permits so far recommended by the Inter-State Transport Commission are not sufficient to carry even 2 per cent of that traffic!

Why is the Commission so impotent? Why is it ineffective? Is it because the composition of the Commission makes it subservient to the vested interests of the Railways? Is it because the Chairman is only a Joint Secretary of the Transport Ministry whom neither the Railway Board nor the State Governments seem to take very seriously? Would it not have been better if an eminent non-official carrying weight, with personality and drive, had been made Chairman or President of the Inter-State Transport Commission, a man whom even Chief Ministers could not brush aside so lightly? I am asking these questions. These are questions that arise because the whole purpose of establishing this Commission appears to have failed.

Then, Government have the right under the Act to give the Commission power to issue permits. But that power is not given to the Commission. They have been given the power only to recommend or issue directives to State Governments—which is something a little different. Even now, belated as it is, I suggest that status and importance be given to the Commission by the Transport Ministry—belatedly—giving full power to issue permits in their own way. The Act permits it.

Now vehicle taxation. One can say that 1964 is the very first year in recent history when road transport has not been subjected to additional taxation. People may say that one should be grateful for small mercies. But that is not so, because relief had been expected from the extortionate taxation on road transport in the past years. Unfortunately, the Transport Minister, who, I think, knows that roads in India are inordinately taxed by any standards, said rather meekly, addressing the All India Conference of State Transport Commissioners meeting on 6th and 7th February:

> "I am afraid the issue is clouded by considerations, the validity and relevance of which are not free from doubt".

If this is so, if Government really want to know whether this is so or not, why not ask the National Council of Applied Economic Research to examine this question and to give the answer whether it is so or not?

The taxation on motor vehicles in this country has now been the highest in the world for many years. Its present incidence is approximately Rs. 3,000 per year per motor vehicle, which is more than twice the levels obtaining in advanced countries of the West, where road transport and motor transport have made tremendous strides. This is a severe deterrent to rapid economic growth. Traffic to and from our 5½ lakh villages, which can be the springboard for agricultural and even industrial expansion, simply cannot stand the burden of these taxes which constitute a serious disincentive to both economic production and agricultural development, about which

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we talk so much—shed crocodile tears. What needs to be done is to lift, the burden on road transport so that the country is opened up to let agriculture and industry thrive. That is not done.

The question arises: why does all this happen? I need hardly tell the House that I do not for a moment believe that there is any particular perversity in my hon. friend, the Minister, whom I respect very much, who, I know, is a good student of this subject and about whose understanding and feeling for the cause of road transport there can be no question.

Then how does this happen? I regret to have to say that this is due to the weakness over the last decade, of the Transport Ministry in the face of what I have described as the biggest lobby and the biggest vested interest in this country—the Railway Board.

This is an old story. It started with a circular issued by the Ministry of Transport to the State Governments on 9th September., 1958, asking them not to license road traffic for distances of over 300 miles or a radius of 150 miles without the prior approval of the Railways—one competitor being asked to get the permission of the other competitor to enter into competition! The circular went on to recommend that the grant of representation to the Railways on the State Transport Authorities should be ensured. This circular made the Transport Authority the laughing stock of the State Governments in India, because, as it happens the Motor Vehicles Act forbids the representation of the railways on State Transport Authorities. So, this paragraph was hastily withdrawn, but the rest of the circular which lays down this vicious principle that you cannot carry things by road beyond a certain distance without the approval of Their Majesties the Railway Board still remains. This defiance, this continued defiance, of the verdict of Parliament has been going on for five years now.

When the Motor Vehicles (Amendment) Bill, 1956, was before Parliament, it was referred to a Joint Committee, and there, Clause 50 which laid down that there should be such a distance limit was struck down by the Joint Committee of both Houses of Parliament.

Shri Lal Bahadur Shastri, the then Minister, said in the Lok Sabha on 28th November, 1956:

> "The Committee also decided to remove the mileage restrictions for grant of public carrier permits."

And Shri O. V. Alagesan said in the Upper House on 12th December, 1956:

> "The Committee also amended Clause 50 and decided to remove the mileage restriction for grant of public carrier permits between places connected by railways."

If that was so in 1956, how was it that in 1958, behind the back of Parliament, the Transport Ministry restored this mileage restriction by its own dictat? If it was not in subservience to the Railway Board, how can one justify this?

In May 1963, to bring the story a little nearer, Shri Jagjivan Ram, the then Minister, assured the Maharashtra Board of Communications, at a meeting in Nasik, that the circular of the Ministry could be treated as a dead letter. But while he made this statement in a speech, have the State Governments been informed that this circular has been withdrawn? I would be very glad to know from the hon. Minister that this has now been formally done.

On the contrary, I fear that this weak-kneed policy of appeasing the Railways is still continuing. Answering a question in this House on 25th February this year, the Transport Minister said that the Transport Commissioners/Secretaries Conference held

in Calcutta on the 6th and 7th February recommended, *inter alia*, as follows:

> "That copies of all applications received by the different Transport Authorities for grant of permits for transport vehicles, which were published under section 57 of the Motor Vehicles Act, 1939, might also be sent to the local Railway Administration concerned to ensure that the administration received sufficient opportunity to make its representation on the adequacy of the services provided by it, if it so desired."

In other words, once again this mischievous principle is brought back that the Railways have a Great Power of veto over the development of road transport in this country. The veto that holds up the Security Council many times, given to certain Great Powers, is given to the railways of this country, which also, as I said, is a Great Power in this country.

In the Ministry's Report on page 2 you will find that even the Inter-State Transport Commission has been browbeaten now into accepting this position in regard to lorries carrying petrol.

The Finance Minister has said more than once in this House that the objective of planning is to maximise output and the rate of growth. This in turn involves that all national investment is directed to those channels where the pay-off in terms of growth is the greatest. It has been proved more than once on the floor of the House, it is in the report of the Transport Reorganisation Committee and the hon. Minister does not quarrel with it, that every rupee spent in laying down roads and bridges and producing vehicles brings many times the return that the same rupee would bring in laying down railway track or making a railway wagon.

Other countries are more intelligent and have applied this test, with the result that today most countries in the world which have the gumption are diverting their investment from railways to roads, waterways and airways which are more modern and more advanced from a technological point of view. Not only that. They are physically uprooting railway lines in a large measure, because they are wasteful.

Britain, the country which invented the steam engine and which pioneered the first railway in 1830 in the whole world, now accepts the internal combustion machine of the motor vehicle as a more modern form of transport.

Mr. Deputy-Speaker: The hon. Member should try to conclude now.

Shri M. R. Masani: I am the only speaker from my Group, and we have asked for half an hour.

Mr. Deputy-Speaker: He has taken 20 minutes.

Shri M. R. Masani: I would like to have half an hour.

Mr. Deputy-Speaker: Only five hours were allotted to the entire discussion. We have to provide for the others also.

Shri M. R. Masani: I shall conclude in five minutes.

Dr. Beeching's report not only admits that railway traffic is now outmoded, but it recommends very drastic surgery. Beeching's report recommended the closure of over half of the existing 4,293 passenger stations in the United Kingdom, withdrawal of passenger services over 5,000 route miles, and the retiring of 375,000 wagons.

[Shri M. R. Masani]

In Britain, France and Germany together, the percentage of freight traffic carried by railways declined from 75 to 52 per cent between 1930 and 1954, while that moved by roads increased from 10 to 34 per cent.

That is how progressive countries move ahead with the Industrial Revolution, from the age of fossil power, of coal, to the age of petroleum, electricity and atomic energy. Our Prime Minister often talks about not living in a bullock cart age, but, unfortunately, his Government, on this point, thinks in no other terms than the bullock cart mentality.

A very detached and respected correspondent, Shri B. G. Verghese, said in the *Times of India* on 11th April last year:

> "The Railways are fully stretched, but the road haulage industry continues to be hamstrung by restrictions and heavy taxation.... Railways have a new role to play in a different and changing situation..... The entire narrow gauge and most of the metre gauge lines are unremunerative."

And he goes on to say.

> "Keeping these lines going means a hidden subsidy. Though the subsidy might be concealed, somebody is paying for it, and the country might be better off....by relieving the hidden taxpayer of his burden and employing other means of transport for opening up backward areas."

Therefore, if we really mean what we profess, to move with the times to be technological in spirit, to be in keeping with the spirit of the times it is time that we make up our minds that from now on the railways have to recede and airways and roads and waterways have to take over more and more of the burden of carrying goods in this country. Otherwise, we shall be like Mrs. Parkington, who tried to sweep the ocean back with a broom, and, of course, failed.

We talk a great deal about "take off," but how can this country take off if the surface of the roads is not there? The surface of the roads is one of the grounds from which the take off must take place, along with the air strips of this country. The longer we delay the acceptance of this fact, the more this country is going to pay for following archaic, bullock cart methods and mentality.

Three years ago, I had the misfortune to accuse the then Minister of allowing the Railway Minister to sit on his back, just as the railways were riding on the back of the roads, and I then made an appeal to him. I was placing the facts before the hon. Minister, and I was trying to encourage him to show a little more guts on behalf of the transport services. It was not his job to go on apologising for the Railways. After three years, I must again repeat the same appeal to the present Minister. I know his heart is in the right place, but I think that what is required is a little more guts and backbone to stand up to the Railway Board. Till last year the Minister had an excuse that there were giants of the Congress Party sitting in charge of the Railway portfolio, and junior Ministers might perhaps be forgiven for not being able to assert themselves altogether! But since there has been a happy change, and today those in charge of the railway portfolio are relatively junior, I hope he will, in the light of this changed situation show a fresh approach, be a little more assertive.

This House has never grudged the Transport Ministry any support during the last six or seven years. It is for the Ministry to mobilise the support that public opinion and Parliament have given them, and to stand up for more modern and advanced methods of transport against the archaic ones which are still dominating the scene.

Mr. Deputy-Speaker: The hon. Members may now move their cut motions to the Demands under the Ministry of Transport subject to their being otherwise admissible.

Shri P. K. Deo (Kalahandi): I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to improve the East Coast Canal in Orissa and the Buckingham Canal in Andhra Pradesh* (2)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to connect the Ganga and the Brahmaputra by a navigable canal in Indian territory* (3)]

Shri M. R. Masani: I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Failure to take steps to enable roads and road transport to play their part in the country's economic development* (5)]

Shri A. V. Raghavan (Badagara): I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the construction of a pier at Badagara in Kerala* (12)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to take up the work connected with a lighthouse at Badagara in Kerala* (13)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to introduce sight seeing coach tours in important centres in Kerala.* (14)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to build hotels in the public sector at Calicut, Ernakulam and Trivandrum* (15)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the survey in connection with the proposed aerodrome at Calicut* (16)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the construction of the bridges and bye pass roads on the West Coast Road in Kerala* (17)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work connected with the Second Shipyard at Cochin* (18)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to provide dry deck facilities at Cochin* (19)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to construct a road through the backward hilly tracts of the Malabar region of Kerala* (31)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work in connection with the Badagara Mahe Canal* (32)].

[Shri A. V. Raghavan]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to provide a pier at Mahe* (33).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to construct tourist bungalows at Mahe* (34)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to provide direct berthing facilities for small vessels at Kozhikode, Badagara and Tellicherry in Kerala* (35)].

Shri Pottekkatt (Tellicherry): I beg to move:

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to introduce retiring rooms at moderate charges at Santa Cruz* Airport, Bombay (36)]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to provide regular shipping service to the Union territory of Laccadives from Calicut* (37)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to recognize more Travel Agencies from Kerala* (38)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work connected with the Housing Scheme at Cochin Port* (39)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work connected with the Highlevel Reservoir at Cochin Port* (40)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the Labour Housing Scheme at Cochin Port* (41)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work in connection with the Tellicherry pier* (42)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work of the West Coast Road running through the Tellicherry Municipality* (43)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the construction of the bridge at Koduvalli on the outskirts of Tellicherry Municipality* (44)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to introduce an airconditioned Bus from Tellicherry to Mysore to promote sight-seeing for tourists* (45)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to construct a tourists' bungalow (Class I) at Tellicherry* (46)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to construct more roads to serve the backward hilly regions of Kerala, with special reference to Wynad* (47).].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work of an aerodrome in the Malabar region of Kerala* (48).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to introduce a centre for training seamen at Kozhikode* (49)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to introduce a sea-men's employment office at Cochin for regulating supply of seamen for ships going abroad* (50).]

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to expedite the work connected with the Mahe-Balipatam canal* (51)].

"That the demand under the head Ministry of Transport be reduced by Rs. 100."

[*Need to extend the Caravelle service to Cochin* (52)].

Shri R. Barua (Jorhat): I beg to move:

"That the demand under the head Communications (including National Highways) be reduced be reduced by Rs. 100."

[*Need for strengthening and maintaining Highway No.* 37(53)].

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100."

[*Need for speedy completion of the inland port at Pandu* (54)].

"That the demand under the head Capital Outlay on Ports be reduced by Rs. 100."

[*Need for early completion of Visakhapatnam port to enable handling of exportable iron ore* (55)].

Shri Onkar Lal Berwa (Kota): I beg to move:

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[*Need to construct a new bridge at Kota on Chambal River at the present bridge is very low* (62)].

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[*Need or construction of a new bridge on the river Narbada near Khalghat on the Agra-Bombay Road or for widening the old bridge* (63)].

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[*Need to join Kota to Khatoli and Shivapuri on the Agra-Bombay Road* (64)].

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[*Need to make Maheshwar in Madhya Pradesh on Agra-Bombay Road as tourist centre and to construct Dak Bungalow and Canteen on the Narbada Ghat* (65)].

[Shri Onkar Lal Berwa]

"That the demand under the head Communications (including National Highways) be reduced by Rs. 100."

[*Need to join Kota-Shivapur-Agra-Bombay Road to Kishanganj and Nahargarah and Gwalior* (66)]

Shri Daji (Indore): I beg to move:

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to provide Fair Price Shops for workers at various Air ports* (78)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to provide Staff Canteens at various Airports* (79)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to pay Daily Allowance to staff deputed for training in Civil Aviation Training Centre* (80)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to provide school with boarding and lodging facilities at Bombay, Calcutta, Madras and Delhi Airports* (81)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to revise the rates of overtime allowance or civil aviation operational staff as per recommendations of the Second Pay Commission* (82)]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to issue quasi-permanency certificate to staff who are entitled to it for a number of years* (83).]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to implement the ICAO Assembly resolution emphasising on the States the need to raise the pay scales and improve the working conditions of staff engaged in air navigation and communication air traffic services* (84)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to provide cheap accommodation at the airport retiring rooms for use of non-gazetted staff on tour as available to Gazetted Officers* (85)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to publish Recruitment Rules and modifications in the policy of promotions from time to time* (86)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to confirm non-gazetted staff against available permanent posts* (87)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Need to grant overtime allowance to Chowkidars and Sweepers on the same hourly rates as applicable to other operational staff of Cvil Aviation Department* (88)].

"That the demand unaer the head Aviation be reduced by Rs. 100."

[*Need to implement the recommendation of Central Pay Commission regarding the grant of weightage for night duties* (89)].

"That the demand under the head Aviation be reduced by 100."

[*Grant of HRA & CCA to Civil Aviation staff working and living at airports for operational requirements as admissible to Central Government employees in the city or town to which the airport caters* (90)].

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to provide 100 per cent residential accommodation to Civil Aviation staff in view of their All-India Service liability and remote location of the Airports* (91)]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to prevent inordinate delay in settling staff representations* (92)]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to create adequate number of ministerial posts in proportion to increase in the technical and operational personnel* (93)]

"That the demand under the head Aviation be reduced by Rs. 100."

[*Failure to transfer staff from one region to another on completion of normal terms of 5 years' service in a region* (94)].

"That the deman under the head Aviation be reduced by Rs. 100."

[*Failure to transfer ministerial staff to their home towns against vacant posts which are being filled through outside recruitment* (95)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to confirm the non-gazetted staff of the Department of Tourism against available vacancies* (99)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to confirm Scheduled Caste and Scheduled Tribe employees against the posts reserved for them in the Department of Tourism* (100)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to confirm Class IV employees against available permanent posts in the Department of Tourism* (101)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to fill up the posts of packers in the Department of Tourism.* (102)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to send replies to the representations received from the employees' Union by the Department of Tourism* (103)].

"That the demand under the head Other Revenue Expenditure of the Ministry of Transport be reduced by Rs. 100."

[*Failure to draft the Recruitment and Promotion Rules pertraining to the Class II (Gazetted) ministerial posts in the Department of Tourism* (104)].

Mr. Deputy-Speaker: The cut motions are before the House. Shri Raghunath Singh.

श्री कछवाय (देवास) : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है ।

Mr. Deputy-Speaker: The bell is being rung—Now there is quorum. Shri Raghunath Singh.

श्री रघुनाथ सिंह : उपाध्यक्ष महोदय, जहां तक शिपिंग का संबंध है, मैं शिपिंग के मंत्री श्री राज बहादुर जी को इस वर्ष में जो उन्होंने तीन कार्य किये हैं उनके लिए बधाई और धन्यबाद देना चाहता हूं । उन्होंने तीन बातें बहादुरी की की हैं, जिन का मैं जिक्र करता हूं । पहला काम तो यह हुआ है कि इस साल करीब करीब दो लाख टन के जहाज का एडीशन हुआ है जबकि हमारा टारगेट थर्ड प्लान का करीब डेढ़ लाख टन का था । दूसरी बात जो उन्होंने बहादुरी की की है यह है कि इंटरनेशनल फ्रेट वार जब शुरू हुई तो उस में उन्होंने बहुत ही सम्मानपूर्ण स्टेंड लिया और सफलता प्राप्त की जिसके कारण भारतवर्ष का गौरव अन्तराष्ट्रीय जगत में ऊंचा हुआ । तीसरी बात जो उनके इस वर्ष के काल में हुई यह है कि चालीस परसेंट पार्टिसिपेशन फारेन शिपिंग का तय हुआ जिस के कारण अब तीन कम्पनियां और हिन्दुस्तान में बनने जा रही हैं । इससे हमारे शिपिंग में तरक्की ही होगी । लेकिन हर चीज में जहां गुण होता है, वहां अवगुण भी होता है । बधाई देने के साथ साथ एक बात के लिए मैं उनकी आलोचना भी करना चाहता हूं । हम देखते हैं कि पी० एल० ४८० में ८० करोड़ रुपये का जो गेहूं के वास्ते फ्रेट दिया गया, इस अस्सी करोड़ रुपये में से हिन्दुस्तान ने एक पैसा भी नहीं कमाया । इस चीज के लिए मैं उनको बधाई नहीं दे सकता हूं । इसको देख कर हमें कुछ निराशा हुई, इस सदन को भी हुई । इसका कारण यह है कि गतवर्ष इस सदन में यह राय जाहिर की गई थी कि इस अस्सी करोड़ रुपये में जो हमारा चालीस करोड़ रुपये का हिस्सा होता है वह हमको मिलेगा ।

जहां तक शिपिंग का ताल्लुक है १९४७ में शिपिंग का टारगेट २० लाख टन रखा गया था और यह नीति निर्धारित की गई थी कि सेंट परसेंट कोस्टल ट्रेड इंडियन बाटम में होगी और पचास परसेंट ओवरसीज ट्रेड हिन्दुस्तान की शिपिंग कम्पनियों के द्वारा होगी । लेकिन सतरह वर्ष व्यतीत हो गए अभी तक पचास परसेंट की बात तो दूर, हम ओवरसीज ट्रेड में केवल बारह परसेंट तक ही पहुंच सके हैं । बाकी का जो ३८ परसेंट हमारा शेयर था उसको हम प्राप्त नहीं कर सके हैं । इस ओर विशेष ध्यान देने की जरूरत है । १३५ करोड़ रुपया प्रति वर्ष हम फारेन शिपिंग कम्पनियों को फ्रेट के रूप में देते हैं । यह ड्रेनेज जो हमारी फारेन एक्सचेंज का होता है, ठीक नहीं है । यह रुपया हमारे पास आ सकता था और हमें कोशिश करनी चाहिये कि अब यह रुपया हमारे पास आए ।

जहां तक शिपिंग का ताल्लुक है सन् १९५२ में हिन्दुस्तान का स्थान विश्व टनेज को १९वां था । आज भी हमारा स्थान १९वां ही है, हम उसके ऊपर नहीं उठ सके हैं । १९४७ में हमारा एक्सपोर्ट और इम्पोर्ट ट्रेड ७९३ करोड़ रुपये की थी और आज वह बढ़ कर १,७०० करोड़ की हो गई है अर्थात् ११० परसेंट की उसमें वृद्धि हुई है । किन्तु हम इससे फायदा नहीं उठा सके हैं । उसका फल क्या है, इसको आप देखें । अगर हमारे पास आज ३० लाख टन के जहाज हों तो हमारे शेयर का जो कोटा है, उसको पूरा कर सकते हैं क्योंकि इंटरनेशनल कानून के अनुसार या कनवेंशन के अनुसार ५० परसेंट ट्रेड, फारेन ओवरसीज ट्रेड हमारे हाथ में आनी चाहिये । इस पचास परसेंट के लिये कम से कम हमें तीस लाख टन के जहाजों की आवश्यकता होगी । इस वक्त

वर्ल्ड का टनेज १८ करोड़ ८८ लाख है, इंडिया का १२ लाख है । अर्थात् हमारे टनेज का अनुपात सन् १९५२ में विश्व के टनेज के अनुपात से ज्यादा नहीं हो सका है। लेकिन साथ ही साथ मैं यह कहे बगैर नहीं रह सकता हूं कि हिन्दुस्तान का भविष्य अच्छा है । कारण यह है कि दुनिया में इस वक्त १३ लाख ४५ हजार टन के जहाज लेड अप हैं । केवल हिन्दुस्तान ही दुनिया में ऐसा मुल्क है जिस का एक टन का भी जहाज लेड अप नहीं है । सारी ट्रेड हमारी फेवर में है, सारी बातें हमारी फेवर में हैं । जब ऐसी बात है तो समझ में नहीं आता है कि हम इस दिशा में क्यों आगे नहीं जाते हैं ।

१९५२ में हमारा वर्ल्ड टनेज का प्रोपोरशन ५० था, १९५८ में वह ६६ हुआ, १९६२ में और १९६३ में वह ७५ हुआ और आज वह ८३ है अर्थात् दुनिया में हम एक परसेंट भी अभी तक नहीं उठ सके हैं । यह ठीक नहीं है । दुनिया की ट्रेड का जो रेशो है, उसमें करीब करीब दो परसेंट और अगर एग्जैक्टली कहा जाए तो १·७५ परसेंट हमारा हिस्सा है । अगर आजकल के भी आंकड़े जोड़ लिखे जायें तो करीब दो परसेंट हमारा हिस्सा हो जाता है । इसलिए हमारा शिपिंग में भी कम से कम दो परसेंट इंटरेस्ट होना चाहिये । दो परसेंट को अगर आप जोड़ेंगे तो आप इसी कनक्ल्यूशन पर पहुंचेंगे कि कम से कम तीस लाख टन के जहाज अगर भारत के पास हों तो जो ट्रेड आपकी है, उसको आप अपने हाथ में ले सकते हैं ।

११ वर्ष में करीब साठ करोड़ रुपये के जहाज भारत ने बाहर से खरीदे हैं । यह स्थिति अच्छी नहीं है । हमें शिपिंग की तरक्की करनी है और हमें दूसरे मुल्कों से सबक लेना चाहिये कि जैसे उन्हों ने शिपिंग की तरक्की की है । इसके लिए मैं चार पांच सुझाव आप के सामने रखना चाहता हूं ।

आप के पास फारेन एक्सचेंज नहीं है । आप के पास रुपया नहीं है । उस सूरत में तरक्की होगी कैसे ? १३५ करोड़ रुपया हर साल हम फारेन शिपिंग कम्पनीज को देते हैं, यह बचेगा कैसे ? इसके लिए पहला सुझाव तो मेरा यह है कि देखा जाये कि वैस्ट जर्मनी ने कैसे तरक्की की है । आज दुनिया में उस की पोजीशन सैकिंड है । शिपिंग प्रोडक्शन में उस की पोजीशन सैकिंड है । उन्होंने अपने यहां कानून बनाया है कि अनएकाउंटिड मनी या ब्लैक मार्किट का मनी अगर कोई शिपिंग में इनवस्ट करे तो उससे पूछा नहीं जायगा कि यह रुपया उसे कहां से मिला है । इस का नतीजा यह हुआ कि वैस्ट जर्मनी में जितने भी बड़े बड़े व्यापारी थे उन सभी ते अपना अन-एकाउंटिड मनी, ब्लैक मार्किट का मनी शिपिंग में इनवैस्ट कर दिया । यही वजह है कि आज दुनिया में शिप प्रोडक्शन में जर्मनी का दूसरा स्थान है ।

दूसरी बात यह है कि जितने दुनिया के राष्ट्र हैं सभी ने जहां तक शिपिंग का सम्बन्ध है, इनकम टैक्स इस पर नहीं लगाया है । हम ने ४० परसेन्ट रिबेट इनकम टैक्स में दिया है । मैं कहता हूं कि हम को सेंट पर सेंट रिबेट इनकम टैक्स में देना चाहिये । यह मैं ट्रेड की दृष्टि से नहीं कहना चाहता, यह हमारी सैकेन्ड लाइन आफ डिफेंस है । डिफेन्स के मामले में हम इस का उपयोग कर सकते हैं । लिहाजा पूरा रिबेट दिया जाना चाहिये ।

तीसरी बात यह है कि हम लोन देते हैं । यह लोन लांग टर्म बेसिस पर होना चाहिये क्योंकि ३ परसेन्ट लोन पर आप इंटरेस्ट लेते हैं । आप रुपया देते नहीं हैं ३ परसेन्ट इंटरेस्ट लेते हैं । इम्मारेटाइजेशन

[श्री रघुनाथ सिंह]

का भी जो टाइम है वह और ज्यादा होना चाहिये ताकि शिपिंग कम्पनियों को पनपने में और बढ़ने में कुछ सहायता प्राप्त हो सके ।

चौथी बात यह है कि कारपोरेशन टैक्स शिपिंग के ऊपर नहीं होना चाहिये । जैसा मैंने पहले कहा यह सेकेन्ड लाइन आफ डिफेन्स है । आप दूसरे मुल्कों को देखिये आप कहेंगे कि हिन्दुस्तान में भी आप सहायता देने की कोशिश करते हैं । मगर दूसरे मुल्क क्या करते हैं । अमरीका सेंट पर सेंट देता है । आप सेंट पर सेंट नहीं देते । आप लोन देते हैं । अमरीका में जो जहाज तैयार करते हैं उन को वह उस की कीमत देता है, और कीमत दे कर जहाज को मारगेज कर लेता है । इस प्रकार यू० एस० ए० ने अपने जहाजों की तरक्की की, और आज उस को इस मामले में फर्स्ट क्लास नेशन कहा जा सकता है । यू० के० में, जहां पर शिपिंग इतनी डेवेलप्ड है वहां पर इंटरेस्ट ढाई परसेन्ट है और आप तीन परसेन्ट इंटरेस्ट लेते हैं । इसलिये मेरा नम्र निवेदन है कि आप को ३ परसेन्ट के स्थान पर २ परसेन्ट से ज्यादा इंटरेस्ट नहीं रखना चाहिये । इस के साथ ही जिस तरह से जर्मनी में ब्लैक मनी या अनअकाउंटेड मनी शिपिंग में इन्वेस्ट किया गया, हमें भी वैसा ही करना चाहिये कि कोई शिपिंग में अपने मनी का इन्वेस्ट करेंगे, तो उन पर किसी प्रकार का इनकम टैक्स नहीं लगेगा और न उन से पूछा जायेगा कि वे यह रुपया कहां से लाये ।

आप देखेंगे कि नार्वे और जर्मनी का स्थान शिपिंग के मामले में पहले कहीं नहीं था, लेकिन आज नार्वे का स्थान इस मामले में तीसरा है, ग्रीस जैसे छोटे देश का स्थान छठवां है । इसी के साथ और देशों को भी आप देखिये । आप ग्रीस को ही ले लीजिये । आज उस का स्थान छठवां क्यों हुआ, क्योंकि वह ७० परसेन्ट रुपया उधार देते हैं और अगर शिप रिपेअर्स के वास्ते जाता है तो वह ७० परसेन्ट उन को क्रेडिट देते हैं और उस को ७ वर्ष के पश्चात् वापस लेते हैं । आज छोटे छोटे देशों में भी डेनमार्क हम से ऊंचा है । उन की यह प्रगति पांच वर्ष में हुई है । तो ग्रीस हम से ऊंचा है, स्वेडन हम से ऊंचा, डेनमार्क हम से ऊंचा, नार्वे हम से ऊंचा । इन देशों ने जिस प्रकार से शिपिंग की तरक्की की है उसी प्रकार से हम को भी करना चाहिये ।

अब मैं दूसरे प्रश्न को लेता हूं, यानी हिन्दुस्तान शिपयार्ड को । जहां तक हिन्दुस्तान शिपयार्ड का सम्बन्ध है आप देखिये कि जब से हम ने प्लैन्स को शुरू किया है, हम ने १६० करोड़ रुपया विदेशी शिपिंग कम्पनियों को सिर्फ जहाज खरीदने के वास्ते दिया । लेकिन हम ने खुद कितना इन्वेस्ट किया । हिन्दुस्तान शिपयार्ड में आज तक कुल ५ करोड़, ६८ लाख, ५१ हजार रुपये जहाज बनाने के वास्ते हम ने इन्वेस्ट किये जबकि हम ने सिर्फ जहाज खरीदने के वास्ते १६० करोड़ रुपये हिन्दुस्तान के बाहर भेजे । इस में आप देखिये कि १३० करोड़ रु० प्राइवेट सेक्टर ने दिये और ३० करोड़ रुपये पब्लिक सेक्टर ने दिये, और इस १६० करोड़ रुपये में ११० करोड़ रुपया फारेन एक्स्चेन्ज का है । आप १० करोड़ रुपया लगा कर फारेन एक्स्चेन्ज का एक सेकेन्ड शिपयार्ड नहीं खोल सकते, हिन्दुस्तान शिपयार्ड की तरक्की नहीं कर सकते, लेकिन ११० करोड़ रुपया फारेन एक्स्चेंज के रूप में दूसरे देशों को आप ने दे दिये । हिन्दुस्तान शिपयार्ड में अब तक कुल २८ जहाज बनाये गये जोकि सिर्फ २६ करोड़ रुपये के हैं । आप का हिन्दुस्तान शिपयार्ड बड़ा पुराना है । यह सन् १९४१ में इस्टैब्लिश हुआ था । तब से अब तक २८ जहाज बनाये गये जबकि १७३ जहाज हम बाहर से लाये हैं । जापान को देखिये । आज जापान प्रतिवर्ष

९० लाख, २८ हजार टन के जहाज बनाता है, पश्चिमी जर्मनी ९ लाख ३८ हजार टन के जहाज बनाता है, स्वेडन जैसा मुल्क ८ लाख ६२ हजार टन के जहाज बनाता है । यूगोस्लाविया ने सन् १९५६ में अपनी शिपिंग इन्डस्ट्री शुरू की और आज वह करीब करीब ४० जहाज प्रतिवर्ष एक्स्पोर्ट करता है और फारेन एक्स्चेन्ज अर्न करता है । इसी प्रकार से आप देखिये कि यूगोस्लाविया के पास १६ शिपयार्ड हैं, जापान के पास १३ शिपयार्ड हैं और हिन्दुस्तान के पास एक शिपयार्ड है जो कि करीब करीब २३ वर्ष पुराना है और वह भी ठीक से काम नहीं करता । यह अवस्था हमारी बहुत अच्छी नहीं है । अब आप देखिये नार्वे को । हालांकि नार्वे बहुत छोटा मुल्क है लेकिन उसने १ करोड़ ३६ लाख टन के जहाज बनाये और विशाखापत्तनम् की जहाज बनाने की कैपेसिटी १२ हजार जी आर टी के जहाज बनाने की है । वह २५ हजार टन तक जहाज साल में बना सकता है । जैसा मैं ने कहा अगर आप कैलकुलेशन कर के देखें तो हमारी रिक्वायरमेंट तब पूरी हो सकती है जबकि दो लाख टन के जहाज हमारे पास प्रतिवर्ष आयें । क्योंकि ३० लाख टन के जहाज होंगे तब आप अच्छी तरह से व्यापार में सफलता प्राप्त कर सकते हैं और तभी आप का दुनिया में २ परसेन्ट स्थान हो सकता है । इस में १ लाख ५० हजार टन के जहाज आप को और लेना पड़ेगा । इसी प्रकार से ५० हजार टन के जहाज आप को रिप्लेसमेंट के वास्ते चाहिये । कुल मिला कर २ लाख टन जहाज आपको प्रतिवर्ष चाहिये । विशाखापटनम् की कपैसिटी है कुल २५ हजार टन प्रति वर्ष की अगर विशाखापटनम् को इम्प्रूव करें तो ४० हजार टन के जहाज विशाखापटनम् में बना सकते हैं, कोचीन में ६० हजार टन के जहाज बना सकते हैं । इस प्रकार १ लाख टन जहाज बन सकते हैं, अगर फुल कैपेसिटी में काम करें तो । इसलिए मेरा निवेदन है कि आप को एक शिपयार्ड गोआ में खोलना चाहिये और कोचीन शिपयार्ड की, जहां आप ६०,००० टन के जहाज बनाने की कोशिश कर रहे हैं, कपैसिटी १ लाख टन होनी चाहिये । विशाखापटनम् की कपैसिटी ४० हजार टन होनी चाहिये । गोआ बहुत अच्छा स्थान है । वहां आप जो शिपयार्ड खोलें उस की कपैसिटी कम से कम ६० हजार टन की होनी चाहिये । तब जा कर आप का २ लाख टन का कोटा पूरा होगा ।

मुझे बहुत अफसोस के साथ कहना पड़ता है कि सेकेन्ड शिपयार्ड का सवाल पहले पहल सन् १९५२ में उठा । उस के पश्चात् यू०के० का एक मिशन आया । जापान का एक मिशन सन् १९६२ में आया । फिर सन १९६३ की मई में जापान का मिशन आया । सारा १२ वर्षों का समय हम ने मिशनों के फेर में समाप्त कर दिया, और अभी तक जो ३६ एकड़ जमीन ली जाने वाली थी उसे स्टेट गवर्नमेंट के द्वारा ऐक्वायर नहीं किया गया । एक तरफ १३५ करोड़ रुपया हर साल फारेन कम्पनियों को देते जाते हैं और दूसरी तरफ जो चीज बना सकते हैं उस में आप ने हाथ नहीं लगाया । हमें मालूम हुआ है कि जापान वालों ने टेन्डर दिया सेकेन्ड शिपयार्ड के वास्ते । पी० ऐंड टी० के वास्ते भी एक टेन्डर दिया । उन का टेन्डर बहुत लो था लेकिन उन के लोएस्ट टेन्डर को सरकार ने स्वीकार नहीं किया । लिहाजा उन्होंने कहा कि वह सेकेन्ड शिपयार्ड में कोलैबोरेशन करने के लिये तैयार नहीं हैं । मैं गवर्नमेंट से कहना चाहता हूं कि यह डिमाक्रेटिक गवर्नमेंट है, हमारी कलेक्टिव रिस्पांसिबिलिटी है । अगर पी० ऐंड टी० ने ऐसा काम किया तो बहुत खराब काम किया । मैं निवेदन करूंगा कि आप इस बात की कोशिश करें कि जापान के साथ आप का कोलैबोरेशन हो ।

मैं पैसेन्जर शिप्स के ऊपर आता हूं । पैसेन्जर शिप कांटिनेन्टल लाइनर आप के पास नहीं है । दो छोटे छोटे जहाजों में से एक ईस्ट अफ्रीका जाता है और एक सिंगापुर जाता है । हम टूरिस्ट ट्रैफिक की बात करते हैं ।

[श्री रघुनाथ सिंह]

मैं ने कैलकुलेशन किया है । अगर हम मार्सेलीज तक पैसेन्जर जहाज से जायें या वहां से कोई आये तो १ हजार रुपया प्रति व्यक्ति किराया होना है और अगर कोई हवाई जहाज से आये तो १५०० रु० किराया होगा । इसलिए अगर आप को टूरिस्ट इंडस्ट्री हिन्दुस्तान में बढ़ानी है तो आप को कम से कम एक लाइनर रखना चाहिये जो मार्सेलीज तक जाये । इस का परिणाम यह होगा कि एक लाख टूरिस्ट हर साल यहां आ सकते हैं, क्योंकि आप टूरिस्ट ट्रेफिक बढ़ाना चाहते हैं, उन को १ हजार रुपया एक ट्रिप का देना होगा और १ हजार रुपये में वह सारा हिन्दुस्तान घूम सकते हैं । उन से आप को काफी रुपया मिलेगा । इस लिये कम से कम एक पैसेन्जर शिप आप के पास ऐसा होना चाहिये जो कि योरप तक जाये ।

मैं पोर्टस के बारे में कुछ कहना चाहता हूं । कैलकटा पोर्ट या विजिगापट्टम पोर्ट की हालत बहुत अच्छी नहीं है । कैलकटा पोर्ट में अगर कोई दस हजार टन का जहाज आता है और आप उस को एक घटा रोक लेते हैं तो उसका क्या असर होता है? उसमें करीब २० लाख रुपये का कारगो होता है । इस लिये २६० रुपया तो उसका प्रति घंटा इंटरेस्ट चार्ज होता है । व्यापारी ने २० लाख रुपया इनवेस्ट किया है इस लिये उस पर ब्याज तो अवश्य लगेगा । प्रति घंटा ३६० रुपया जहाज की रनिंग कास्ट हो जाती है । क्योंकि जब तक आप के यहां वह जहाज रुका रहेगा तब तक उसका डाइनेमो चलता रहेगा, बिजली खर्च होगी और आदमी रहेंगे । इस प्रकार अगर किसी दस हजार टन के जहाज को एक घंटे रोका जाय तो उसको ६५० रुपया प्रति घटा देना पड़ता है । इस लिये कोई ऐसा नहीं है जो कैलकटा पोर्ट में या दूसरे ऐसे पोर्ट में अपना जहाज लावे जहां उसको रुकना पड़े । अगर आपने एक दिन को ऐसे जहाज को रोक लिया तो उसको १५ हजार ६ सौ रुपये देना पड़ेगा । जहाज का नुकसान होगा । इस लिये कोई भी जहाज कम्पनी आज कलकत्ता के पोर्ट में अपने जहाज भेजने को तैयार नहीं है । इस लिये मैं कहना चाहता हूं कि बन्दरगाहों का विकास होना चाहिये ।

एक बात मैं सीमैन के बारे में भी कहना चाहता हूं । पहले सीमैन कलकत्ते से भरती होते थे, लेकिन अब कलकत्ता और बम्बई दोनों जगह में भरती होते हैं । कलकत्ते में १८,११३ और बम्बई में ३२,८२१ सीमैन भरती किए गए हैं । भारत ने सीमैन वैलफेयर बोर्ड कायम किए हैं । इनके आफिसेज सिडनी, ग्लासगो, लन्दन और लिवरपूल में खोले गये हैं । यानी तीन तो केवल यू०के० में हैं । मेरा निवेदन है कि हमारा व्यापार आज दूसरे मुल्कों से भी बढ़ रहा है । इसलिये सिंगापुर, अदन, टोकियो और हो सका तो कोलम्बो में भी एक एक ऐसा आफिस खोलना चाहिये ताकि वहां हमारे जो सीमैन जाते हैं उनको ज्यादा से ज्यादा सहूलियत मिल सके ।

आखिर में मैं एक बात और कह देना चाहता हूं कि जो भी सीमैन आपके रजिस्टर पर हो वे हमारा नेशनल हो, ऐसा आपको नियम बना देना चाहिये । हमारी जिम्मेवारी अन्य देशों के सीमैन को नौकरी दिलाने की नहीं है । दूसरे देशों के लोगों को भरती करने में एक कठिनाई है । अगर वे कोई खराबी करें तो आप उन पर मुकदमा नहीं चला सकते, उन पर कानूनी बन्धन शिथिल रहता है । अगर वह सीमैन अपना नेशनल है तो उस पर कारवाई करने का आपको पूरा अधिकार है । इसलिये मैं चाहता हूं कि केवल भारतीय नेशनल ही सीमैन भरती किए जाय ।

इन शब्दों के साथ मैं आपको बधाई देता हूं और धन्यवाद भी देता हूं, और साथ ही साथ यह भी कहना चाहता हूं कि हम कांग्रेस वाले तो महात्मा गांधी के अनुयायी हैं और आशावादी हैं, हम निराशावादी नहीं हैं । आपका नाम राज बहादुर है । राज पाट तो आप कर ही रहे हैं, इसमें कुछ बहादुरी भी आनी चाहिये और आप की बहादुरी उसी दिन सफल होगी जब कि आप काम से काम....

परिवहन मंत्रालय में नौपरिवहन मंत्री (श्री राज बहादुर) : जब रघुनाथ जी की कृपा होगी ।

श्री रघुनाथ सिंह : इस दुनिया में आपका दो परसेंट शिपिंग हो और दुनिया का जो ट्रेड है उसका दो परसेंट आप के हाथ में हो । लगभग १३५ करोड़ रुपया आप प्रति वर्ष विदेशी जहाजी कम्पनियों को देते हैं, अगर यह रुपया आपने बचा लिया तो आप हिन्दुस्तान की सब से बड़ी सेवा करेंगे । जो देश फारिन एक्सचेंज के रूप में १३५ करोड़ रुपया प्रति वर्ष इस प्रकार दूसरे देशों को देता हो, उसका बजट कैसे ठीक तरह चल सकता है । अगर हमारा कोई मेम्बर बाहर जाता है तो उसको आप पांच सौ या एक हजार का फारिन एक्सचेंज नहीं देते । लेकिन १३५ करोड़ रुपया फारिन एक्सचेंज के रूप में विदेशी कम्पनियों को किराये के रूप में देते हैं । यह ड्रेनेज जो हिन्दुस्तान का हो रहा है यह अविलम्ब बन्द होना चाहिये । जब यह बन्द होगा तभी हम कहेंगे कि आप का वास्तव में राज-बहादुर नाम है, नहीं तो राज तो आप का नाम है, बहादुर नहीं ।

Shri Daji: Mr. Deputy-Speaker, Sir, we are discussing the demands under the control of the Transport Ministry which consists of various wings. It is very difficult in the short time to cover exhaustively the working of the Ministry and that itself is an advantage to the Ministry every year, that it can run away with a rather slipshod treatment at the hands of the Members of Parliament. But that cannot be helped. To give emphasis, I have chosen only some points on which I shall make some observations on the different aspects of the Ministry, because it will be very difficult to treat the different wings exhaustively.

The first point this year is one about the transport policy. My criticism about transport policy is two-fold. My first criticism is that we have absolutely no transport policy, and I refer particularly to road transport. In the field of road transport, it seems that deliberately or out of incompetence, we stumble from year to year without any co-ordinated transport policy. If the Centre takes certain steps, they are faulty and hesitant, and even those hesitant steps are not co-ordinated and followed up by the States. In the five year Plans we had a scheme for nationalisation, the setting up of transport corporations in the different States. The Centre has allotted certain sums of money, but most of them have lapsed. The scheme was not followed up by the States. We all know that the plans and programmes are drawn up in consultation with the Planning Commission but they remain a dead-letter.

It is not only a question of failure. It is an open secret that the various State Governments treat road transport as a means of political corruption, by issuing permits and licences to their own kith and kin. Therefore, they are not very anxious to follow up any co-ordinated road transport policy or take to road transport corporations. They would prefer to use these as political bribery for their own friends and relatives. I think that it is an open secret and so I need not give examples. If examples are called for, at least half a dozen Chief Ministers can immediately be named, who have utilised this power of the State for the benefit of their own relatives.

Shri Raj Bahadur: It would be hardly fair to make these generalisations.

Shri Daji: Do you want the names?

Shri Raj Bahadur: You know your own responsibilities, but at their back such remarks should not be made.

Shri Daji: Why? You challenge them.

Shri Raj Bahadur: In most cases, yes. (*Interruption*).

Shri Daji: I am talking of the State Chief Ministers.

Shri Raj Bahadur: I am also talking about the Chief Ministers.

Shri Raghunath Singh: The Chief Ministers are not here to defend themselves.

Shri Raj Bahadur: I think in respect of Chief Ministers I can say without any hesitation that no such remarks can be made.

Shri Daji: Then you are very wrong. One of the Chief Ministers had recently to be changed because of this. I am coming from the same State, and I know to whom he has given permits: the daughter of the President of the Provincial Congress Committee, the son of the Chief Minister—the whole galaxy is there, that it has become a scandal and it has burst out in the whole State as a sore which was festering. If you want further names, I can give them.

Mr. Deputy-Speaker: No names.

Shri Daji: He provokes me.

Mr. Deputy-Speaker: He may criticise the Central Government.

Shri Daji: The Central Government must step in boldly and see that the programmes are executed. Why should the Central Government allow the State Governments to run away with it? That is the first point.

My second point is, we have the misfortune of a World Bank Mission which originally came to the country for examining the transport problems of coal. But slowly, it was allowed to enlarge its terms of reference to a point where not only the question of coal transport but transport by rail, transport by water and not only about coal but about all goods and the relative means of transport were allowed to be examined on its own, with the result that you have brought to ridicule the Transport Co-ordination Committee set up under Mr. Neogy, and which has led to his resignation. We may not be concerned with a man and his resignation, but we certainly are concerned with the aspect of the Government policy, as to why this unilateral expansion of the terms of reference was allowed; that is the first point. Secondly, if it was allowed, why was it that the Transport Co-orination Committee was not consulted at any stage. Thirdly, why was the World Bank allowed to select its own personnel and its own conditions and terms? Even a small country like Argentina, when it invited the World Bank study team for a similar study, laid down that the Minister for Transport would be the *ex-officio* Chairman of that committee and he would be assisted by local technicians; only certain foreign technical consultants were taken on loan. We did not even follow that model. We did not follow even the model set up by our own country in an earlier study. This time we have abrogated all our responsibilities and powers and given the powers to the World Bank, so much so that even the Indian personnel were to be selected by the World Bank. This certainly is an abrogation of our sovereignty, which we should not take so easily, but which we should consider seriously. This has resulted in a crisis. The Transport Coordination Committee has already submitted Part I of the report and it was going forward with the complete study. At this time, to throw this time-bomb of the World Bank study team on its path and disrupt the study was uncalled

for. We want an explanation from the Government regarding this.

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Then, I would submit that the Motor Vehicles Taxation scheme should be rationalised completely and along with that, there should be rationlisation about the load allowed to be carried. Each State has its own law, its own standards and variations of taxation and load allowed, with the result that there is absolute chaos and there is overloading also. It is time that the Central Government stepped in and rationlised the whole thing.

There is one peculiar feature about tourism. I do not have the time to go into it in detail, but I would like to draw the attention of the House to the recent decision of Government that even in building of hotels, foreign capital is to be invited. We have become so much in dearth of brains and brawns that even for the simple purpose of building hotels, we are taking not foreign loan, but foreign hoteliers to build hotels in India. Is it a projection of the new shift in policy indicated by the budget of the Finance Minister? Up till now the policy has been that in fields where we have the know-how, we shall not invite foreign capital. But now even for a simple thing like building hotels, we are inviting foreign capital. Will it serve the national interests or the interest of the ordinary honest hotelier in India who wants to invest money and run hotels in this country? Can he do so in competition with the chain of foreign hoteliers who may be coming from England or France or America? This is certainly an objectionable feature of the tourism policy of the Government.

Coming to the civil aviation wing, when one starts talking about it, this year particularly, onec annot forget the humiliation heaped on the nation by the escaped of Walcott. We cannot forget this episode and also the cavalier way in which the Ministry has treated it. It is open knowledge that all sections of the House, irrespective of party affiliations, were agitated by it. All the technical explanations, the excuses and the extenuating circumstances pointed out by the Ministry hold no water. The fact remains that he could smuggle himhelf out of the country from a recognised Government aerodrome, and all this happened during the emergency, which heightens the sinse of omission and commission of the persons concerned. The Government may consider that this is a closed chapter, but it is not a closed chapter for us. We would like to know as to who were responsible for this and what steps have been taken at least now to tighten up the security and precautionary measures of our civil aerodromes for the future.

We are very sorry to note that accidents are becoming more and more disturbing. I am not an expert on civil aviation, but I have a suggestion to make in this regard. When an accident occurs, there is an equiry. We have a feeling that the enquiries do not ring out all that is there in the accident. So, I propose that all civil aviation enquiry should be entrusted to a department not connected with civil aviation. So, a sort of independent Government department should enquire into every aeroplane accident, so that we may have at least an independent view.

About civil aviation, the department is almost tinkering with the problem. Large areas of the country are uncovered. For example, important sectors of the whole country are uncovered. The whole sector ranging from Bhilai to Bailadilla is without a single aerodrome. Even Delhi is not connected by air with State capitals like Bhopal. Even the Calicut aerodrome is not coming up. The whole of that area is without air service in spite of the development that is coming up. In such cases we cannot weigh in the scales of gold. It is not a question of profit and loss. In this modern age if Delhi is not connected by air with all the State capitals and with important industrial hubs of the

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country, the civil aviation department is giving a very bad account of itself.

I would like to say a few words about the conditions of employees. I have moved a numer of cut motions to draw attention to the specific problems, each of which I cannot refer to here for want of time. For instance, the operational staff living near aerodromes are not allowed to draw the allowances which are applicable to the Government employees living in the city on the technical ground that they are living beyond the city limits. That is absolutely unfair. The aerodromes are normally outside the city limits and they have got to live near the aerodromes for operational purposes. So, they should be entitled to draw all the allowances which are applicable to Government employees living in the city. Even this simple request the Government is unable to fulfill, despite many representations.

Retiring rooms and other amenities are lacking even in Safdarjung where civil employees are on round the clock duty. They have not got even the minimum amenities. This attitude towards the employees will not pay. The over-time allowances recommended by the second Pay Commission has not yet been implemented. I am only selecting one or two important failings of the Government in this respect. There is a heap of such cases which are mentioned in the cut motions. I think the Government should adopt a more sympathetic and more dynamic policy regarding civil employees working in the department.

Coming to the question of shipping, my hon. friend who has just preceded me has spoken exhaustively on it. I can only say that the Government's shipping policy is a penny-wise-pound-foolish policy. What else can we say when the Government in the second Five Year Plan spends as much as about Rs. 450 crores on foreign shipowners for freight charges, but invests not even a fraction of this money for developing its own shipping? Mr. Raghunath Singh has given a whole list of data to substantiate my characterisation of this policy as penny-wise-pound-foolish. There is absolutely no national outlook on shipping. It seems we want to allow things to drift as they are and we do not want to emerge as a major maritime power. It is not a question of 2 per cent share of which Mr. Raghunath Singh spoke. According to him, that was the minimum that has been achieved. It is a question of fighting for our right and gaining that right. It cannot be gained if we go on pushing crores of foreign exchange to foreign shipowners and do not invest even a fraction of it for our own shipping.

This year Government has faced a rebuff in the Continental Conference on the question of rates. I think even the Government has expressed its disapproval or dissatisfaction with the rates that came off. It was a rebuff to the Government. The whole manner in which the Government dealt with that conference was most slipshod and conceited. They dealt with it in a self-complacent way. They were sure that they would be able to get what they wanted. They did not get it. When they did not get what they wanted, we had to suffer and we had to pay higher rates. Then they woke up and started shouting that the Conference was not fair to them.

This opens up another question. Why is it that we are still sticking to this outmoded British system of this conference? Even America has given it up. The U.S. Committee called the Alexander Committee has called this system as a system of exclusive patrons. Why do we stick to this system? Why don't we encourage independent shipping? Why do we not assert our independence in the matter of international shipping? Why do we not re-orient our policy so that we break away from this conference system and encourage independent shipping authorities to do it. We are wed-

ded to this system more firmly, more lovingly than Antony was wedded to Cleopatra. We are hugging the remanants of imperialist strong-hold on our foreign trade. We hug it fondly and we kiss it. When instead of kissing they bite us, then you start screaming saying that the rates have been raised too high, that an unsatisfactory treatment has been given to you. Now the time has come not only to shout about such unsatisfactory treatment but also to see that the whole system is re-examined.

In shipping we have over-fulfilled the target. The report of the Ministry very exultantly says that we have over-fulfilled the targets. That is because the target was abnormally, miserably, hopelessly low. It had no conection with our needs. It had no connection with our possibilities. It had no connection with the possibilities of development. Therefore you have been able to fulfil in two years the target that you set to be achieved in five years. What was the target. It was only a petty two lakh tons. That is why I say that it is unimaginative. Out of consideration for the Government I am not calling it anti-national, but it is un-national. It is absolutely un-imaginary. You put the minimum target and you glorify saying that you have overfulfilled the target. What have you done? You want 30 lakh tons. You are able to create hardly anything comparable to your needs. Even then you say that you have overfulfilled the targets. The very fact that you have over-fulfilled the target in two years shows your incompetence, your incompetence in planning, absence of vision and lack of imagination in your shipping policy.

Then I come to the question of ports. The same thing is there. Everything is at sixes and sevens. Dredging in Calcutta is in a miserable state. The other free port is limping. There is no co-ordinated authority for development of ports. That is the main reason why port development cannot take place. There is no Director-General. There is divided responsibility between the States and the Centre. Each one looks after his own interest. Therefore we are not able to develop the ports. That is why we see ports without rail links, ports without trade links, ports being developed without other facilities. We find that after some time we may have to abandon some. The main reason is that you have no central organisation to deal with ports. There is no guiding and controlling authority. Therefore, you find an absolutely lopsided development of ports. Why is this happening? You cannot plead absence of funds because the World Bank has offered you huge amounts of money for development of ports. But our incompetence, our administrative lethargy had made us unable to utilise whatever has been offered to us for port development. This shows how we are absolutely shirking our responsibility as a maritime power.

This being the position of the different wings, I cannot offer either congratulations or express my satisfaction. On the contrary, I say the whole Ministry requires a new outlook, a fresh outlook, a more dynamic outlook, on the one hand, and, on the other, I must say, the two 'shames' of this year that stick to this Ministry cannot be answered. One is the escape of Walcot and the other shame is of allowing the World Bank team to run away with a complete survey neglecting our own Transport Co-ordination Committee. Therefore, what is required is, really speaking, a complete re-orientation of the Government's policy bringing into this department not only *bahaduri* but also urgency and drive and not mere complacency.

Sir, this morning I saw a photo in the Statesman. It was the photo of the hon. Minister waving to the vintage race, the motor race. It is a very appropriate photo for today's debate. I wish to conclude by saying that our whole transport policy and our transport system is a vintage system with

[Shri Daji]

Rolls Royce of 1907 rolling on the roads of 1964. That sums up the whole transport policy.

Mr. Deputy-Speaker: Shri Samanta.

Shri S. C. Samanta (Tamluk): Mr. Deputy-Speaker,

श्री कछवाय : अध्यक्ष महोदय, हाउस में क्वोरम नहीं है ।

Shri Rane (Buldana): How many Members of the Jan Sangh are there?

Shri Daji: When Government business is taken up it is the business of the Government to see that there is quorum in the House.

Shri Rane: There are about 130 Members of the Opposition and only three are present in the House.

Shri Daji: Our responsibility is only on Friday afternoon.

Mr. Deputy-Speaker: Let the Bell be rung. Now there is quorum—Shri Samanta may begin.

Shri S. C. Samanta: Mr. Deputy-Speaker, Sir, the Ministry of Transport after undergoing so many changes at last has come. . . .

श्री कछवाय : उपाध्यक्ष महोदय अभी क्वोरम पूरा नहीं हुआ है । जब तक क्वोरम न हो जाये, सदन की कार्यवाही स्थगित रखी जाये ।

Shri S. C. Samanta: Now the Posts and Telegraphs Department is different and the Transport Ministry is dealing with land transport, air transport and sea transport. This is really the form that we wanted. Since 1952 we were criticising the set up and saying that this Ministry should be split up. Now I think this Ministry will be able to give that much attention that is necessary for the development of all these three kinds of transports.

My hon. friends, Shri Raghunathji and Shri Daji were complaining about..

श्री कछवाय : उपाध्यक्ष महोदय क्या हाउस की कार्रवाही बिना क्वोरम के ही चलेगी ।

Mr. Deputy-Speaker: This is the third time that quorum is being challenged and the bell being rung, while the second one was only a little while ago. Hon. Members should make it a point to maintain the quorum. Otherwise, if it is challenged and there is no quorum despite the bell, I will have to adjourn the House.

Shri Rane: The Opposition benches are almost empty.

Mr. Deputy-Speaker: He cannot blame the Opposition parties. It is the duty of the Government to maintain quorum.

Shri Hari Vishnu Kamath: Yes, Sir. When Government business is being translated, they have to maintain quorum.

Mr. Deputy-Speaker: It is the duty of every one to maintain quorum.

Shri Rane: Including the Opposition.

Mr. Deputy-Speaker: Not only Opposition but Government party also.

Shri C. K. Bhattacharyya: Sir, if you allow me to submit, it is not a question of blaming the Opposition for not joining us in keeping the quorum. We have all taken the oath that we will function in such a way that the business of the House can go on. So, hon. Members of the Opposition cannot now say that the whole responsibility for maintaining quorum rests on this side alone and not on the other side. They have also taken that oath.

Mr. Deputy-Speaker: When there is no quorum I have no other alternative except to adjourn the House.

Shri C. K. Bhattacharyya (Raiganj): When there is no quorum, you have to look at both sides.

Shri Hari Vishnu Kamath: Whoever may be at fault, once a question of quorum is raised, Sir, you have no option at all. I feel the Government must do their duty when their business is being transacted.

Mr. Deputy-Speaker: Now there is quorum. Shri S. C. Samanta may continue his speech.

Shri S. C. Samanta: Shri Daji has referred to the difficulties faced by the ports in India. I am glad to see that the Indian Ports Act has been amended this year and Marmagao port has been declared as a major port. It is a right thing because export from Marmagao port is the largest. The tonnage handled by all the ports are gradually increasing year by year because of the industrial development of the country and the Ministry is trying to accommodate as far as possible.

We know very well the difficulties of both Calcutta and Visakhapatnam ports. I am sure the steps that are being taken at present will go a long way in helping the efficient functioning of these ports in future. So far as Calcutta port is concerned, it cannot be developed to the extent it is necessary. So, a subsidiary port has been taken up at Haldia. I am grateful to the Ministry for giving full attention to it. At the same time, I want to refer to one point. We read in the newspapers recently that the foreign exchange component which will be necessary for improving the Haldia port, which will come to about Rs. 14 crores, has been asked for from the United Nations. In case that foreign exchange component does not come through, the expenditure that we will have to incur will be quite heavy. So, I would request the hon. Minister to find out whether foreign exchange could not be obtained from other sources also.

I have already placed before the hon. Minister the difficulties that are being experienced by the people living near Haldia port. Though compensation is being paid for the land acquired, the way in which the market value of the land is calculated is not just. The hon. Prime Minister, the Minister of Transport, the Chief Minister of West Bengal and others have been telling us that adequate compensation should be paid to those whose lands have been acquired. But what is adequate compensation? According to section 4 of the Land Acquisition Act of 1984, it should be the market price of the land at the time of the preliminary notification; not at the time of acquisition. In this case, the preliminary notification was published in the Calcutta Gazette in May 1959. The compensation was paid to the people in 1963. Government may very well say that if they do not pay compensation according to the Act there might be speculation about the price of land. It is true that there will be speculation. But how can those people who have been dislodged from their permanent abodes be settled elsewhere? Can they get land for the same amount of money elsewhere? I am not speaking of arears close by but areas 20 or even 25 miles away. If they can get land for the same amount of money, I have nothing to say about the rate of compensation. But that is not so. The hon. Minister of Transport wanted to know from the Land Revenue Minister of West Bengal whether there has been any increase in the price of land since 1959 and he has been informed that there has been 61 per cent increase not only in that area but even in places 20 miles away. If that is so, I feel there is every justification for amending the Act.

Another proposal was placed before the Ministry that while compensation may be paid according to the Act, some sort of relief may be given to the displaced person. 200 acres of land have been selected for that purpose. It will be developed and small pieces of land will be given to each displaced family. We have requested the West Bengal Government to come forward with a scheme and they are trying to do it. The expenditure for developing these 200 acres of land will come to about Rs. 8·35 lakhs. It is

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not possible for them to bear this expenditure.

15.28 hrs.

[DR. SAROJINI MAHISHI *in the Chair*]

And that amount of money cannot be borne by the West Bengal Government. So, they approached the Central Government and we hear that the Central Government is ready to bear 50 per cent of the development cost. We are glad to hear that. Some such solution should be found. But why should such gifts be taken by the displaced persons? Have they not got the right? Have we, the Indians who have made the Constitution of India, not the proud privilege of taking the land and giving the price which is really just? Is it not our duty towards that? If he is in possession of 10 acres of land, he must acquire 10 acres elsewhere. That should be the duty of everyone to see to that. So, if necessary, the Act should be amended and we should act according to the Constitution.

About this Haldia Port, I proposed that its name should be "Tamralipta Port". This is not only my suggestion but it is also the suggestion of the West Bengal Government. I want to take the time of the House to reproduce the reasons given by the West Bengal Government in support of this proposal:

> "It has been decided to establish a Subsidiary Port at the mouth of the river Haldi down the river Hooghly for providing additional Port facilities for vessels of large tonnage. The establishment of this Subsidiary Port will be a project of national importance. The Dock is expected to be put into Commission by the year 1967. The proposed Port is now called Haldia Port as it is situated at the confluence of the river Haldi with the Hooghly river.

It may be recalled that this new port is being set up at a place near about which stood the once famous Tamralipta—the prosperous ancient Sea port of Eastern India. During the Mauryan period Tamralipta (Modern Tamluk) was the principal Port of the Eastern India. Asoka himself is said to have erected a stupa at Tamralipta and the Buddhist legends mentioned it as the Port where travellers landed from and embarked for Ceylon. It was here, they relate, that the nephew and envoy of the King of Ceylon landed on their mission to the Emperor Asoka and to this Port they returned with a branch of the sacred Bo tree, escorted by an army commanded by Asoka himself and set sail for Ceylon. Between 405 and 411 A.D. i.e. during the administration of Chandragupta Vikramaditya, it was visited by the Chinese pilgrim, Fa-Hian. He described Tamralipta as a kingdom "at the sea mouth". The well known Chinese traveller, Hiuen Tsiang also visited the place during the rule of the Emperor Harshavardhana. Other travellers also mentioned this Port as an important one.

The Port dwindled after the 8th century A.D. as a result of silting of the river bed. Gradually, owing to great changes of the river courses, this once famous Port paled into insignificance and its glory faded away with the passage of time.

With the declaration by Government of India of their intention to establish a subsidiary Port near Tamluk in the District of Midnapore fond memories of the glorious past have been revived. It would, therefore, be in the fitness of things that the proposed subsidiary Port at the mouth of the river Haldi be named after the famous ancient Port Tamralipta."

This is the suggestion put forward by the West Bengal Government. What

does the Central Government say? It says:

> "The matter was considered carefully in consultation with the Chairman, Calcutta Port Commissioners, whose views are reproduced below:—
>
> "As you know, what we are planning to have is merely another dock system on the other side of the river in addition to the two present docks namely Kidderpore Docks and King George's Dock . . . ."

We wonder at this. In all papers, Government papers—I can show them—it has been described as a port. Only last month I received a letter from the Ministry where it is described as Haldia Port. Now, the Chairman, Calcutta Port Trust comes forward and says that it is not a port and that it is a dock. How is it? On that ground, the Government is not going to designate the port as "Tamralipta Port".

Mr. Chairman: The hon. Member's time is up.

Shri S. C. Samanta: There are other things also which have been put forward but the Government is not willing. I would request the Government to ponder over the matter and take the decision. This Haldia Port which is being set up has many potentialities. I think the West Bengal Government has proposed the setting up of a steel mills complex, the oil refinery and the petro-chemical industries to be built there and also the setting up of ship breaking yards where condemned ships can be broken in order to use the ship plates for making small boats, for coastal shipping, barge making and fishing. The production cost is very low. We are glad that the second ship breaking yard is improving at Cochin.

Mr. Chairman: The hon. Member should conclude in a minute.

Shri S. C. Samanta: Then, I sit down.

Shri Brij Raj Singh-Kotah (Jhalawar): Madam, I support the Demands put forward by the Ministry of Transport. I should like to devote my little time to the civil aviation side in which comprises of the two Air Corporations, namely Air India and the Indian Airlines Corporation.

Let me first congratulate the Minister in-charge of Civil Aviation for ushering in an era of pure jets in our far eastern skies. The Indian Airlines Corporation happens to be the first airline in the Far-East to operate pure jets and this is a big milestone in our career. Just a few minutes ago, the hon. Member from Indore was speaking and he said that our policy is oriented towards 1912 models. He was saying that we are still in the era of 1912 vintage. I wish to point out that we are living in the modern age of pure gets and I wish to congratulate the I.A.C. for putting up such a splendid performance. In spite of the suspended service during the emergency between October and November 1962 and the additional levy on fuel, the I.A.C. has, despite all these facts, produced a profit of Rs. 20·91 lakhs which goes to show that the Airline is doing well.

The introduction of the "Caravelles" on the trunk routes has taken away the pressure on these important routes and has put the "Viscounts", badly needed on the regional routes which to this day also suffer from overgrowth and great pressure of traffic because our carrying capacity does not seem to fill the need in time. The Friendships are also doing excellent work.

I have heard some criticism as regards these Caravelles. Certain people, I believe, the big business class or the industrial bigwigs have spread a sort of gossipping campaign that the Caravelles are not very comfortable or that there is a need for creating a first class and a economic class. I have

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travelled myself on these Caravelles, and I have found that they are one of the most comfortable aircraft you can ever fly in. Besides anything else, I think we live in an era of socialistic pattern, and when I myself, being not exactly thin can sit very comfortably, I do not see why other people cannot do so!

The IAC has a very big fleet. It has 66 aeroplanes operating right from the Dakotas to the Friendships, the Viscounts, the Caravelles and a few DC-4's. This fleet is much bigger than what the BOAC operates, and it goes to the credit of those who maintain the IAC, who fly the IAC aircraft and who look after the ground duties, that this fleet has been doing so well, despite our comparative lack of modern navigational aids.

The safety record is a splendid one. Since 1954, we have flown on the IAC roughly 7 million passengers with the minimum of disasters. That goes to prove that the maintenance staff and the engineers and the mechanics of these airlines are doing a splendid job. But I should like to point out that the overhauling bases which we have for this maintenance are not up to the mark. We have a base at Delhi, at Palam and at Calcutta and a sub-base at Hyderabad. But I am told and I have found that they are not quite up to the modern standards as is expected. The work is carried out in old hangars of World War II vintage, and the mechanics and other maintenance staff are exposed to all sorts of rigorous during the bitterly cold season, especially at Delhi. I hope the Ministry will look into this and see that the overhauling bases for the passenger planes are absolutely modern, just like what Air India have got at Bombay.

Coming to Air India, I would like to point out that this international carrier of our flag throughout the international world has earned for itself a unique reputation as being one of the best airlines anywhere in this world. It is the only airline which is absolutely an all pure jet line. There are no piston-engined carriers, and we have 6 Boeings already, and we are going to get one more by the end of this year, and I hope the Ministry will consider getting one more when the foreign exchange is available.

Amongst the things that I have come across with regard to Air India, I would like to mention this—I was in America about three years ago, and I may just quote what I listened there. I happened to meet somebody who was a senior executive or some big boss in the Boeing factory at Seattle. When he came to know that I was from India, we were just talking about some things, and I asked him 'How do you find our Boeings which are made by you?', I was surprised and very pleasantly surprised, when he said 'Air India maintains the best Boeing enginees anywhere in the world'. Those were his words. I am very proud to state that if that is the condition, we are very proud of it and will live up to it. Air India has also earned a very good name for its punctuality. The figures are 98 per cent, I am told. It is a very high figure. Also, the unit cost, Re. 0·84 nP., is the lowest per air traffic-kilometre flown. The overall base at Santa Cruz is one of the most modern jet overhaul bases, that is anywhere in existence on the surface of this earth. I congratulate the chairman of Air India and the other personnel for running this base which is truly a national asset.

The other point which I wish to drive home is the woeful inadequacy as far as fire fighting goes on our major international and domestic airfields. The figures are as follows: In 1959, one Super-Constellation was burnt or damaged partially; in December 1962 another Air India Boeing 707 was partially or very nearly destroyed by fire; in August 1963, we found a TU-104 also falling victim to the hazards of fire. All this shows, whe-

ther this has happened by accident or otherwise, that our fire fighting capacity at the airfields is still not up to ICAO standards. We need a better performance. We need more firetenders. I am told on one occasion the chemicals failed to work even before the hoses were put to work; on another, there was no adequate pressure in the hydrant for the hoses to work! So I hope that this vital aspect of safeguarding not only the very costly planes but the valuable lives—fortunately in these accidents, no life was lost; but had there been loss of life who would have had to be blamed?—is being gone into so as to protect our aircraft, whether international or domestic, from the hazards of fire.

Regarding the instrument landing system and the ground control radar approach system, we are still lacking in these, in some of our major airports. There is no complete directional guiding system, as far as the report goes, working at Santa Cruz, Dum Dum, Palam or Madras. I hope more foreign exchange will be available for putting these vital directional guiding systems into the airports so that we have no loss of life owing to bad weather.

Even at Bombay, where there is such a system working, it does not, to the best of my knowledge, work on a 24-hour, round the clock, basis; it works for 16 or 19 hours, for the very reason that they want to economise. Economy is good as far as it goes, but economy on life is the worst thing that can happen. We must see that the high power radar surveillance and the instrument landing system, must work at least in all international airports and especially in Bombay where the monsoon is very bad and the approaches tend to be dangerous, on a 24-hour basis.

Coming to the next point, I have often been inconvenienced when flights go from here, Delhi to Kashmir, and come back because of bad weather over Banihal. It is all right for us because we live here—but even we have our valuable time—but for tourists, it is very inconvenient. I have had occasion to go three times on three days consequitvely and come back, just because the weather was very bad in the Valley. Why cannot the Ministry have a system which will give us warning here in Delhi of the weather over Banihal, so that we do not have to waste two hours going to Banihal and coming back? There can be some sort of a weather station right at Banihal to flash news to Delhi that the weather in the Valley is clear for takeoff or it is not. Apart from inconvenience to us, it creates a bad impression on the foreign tourists because they come on a very tight schedule; when once something goes wrong, the whole chain of planning is upset.

The other thing I wish to point is that at least on our major airports where we operate jets today, we must have mechanical runway-sweepers which will sweep the runways, because so many things are lying about there—stones, metals, nuts, bolts etc. The jets have a tendency to scoop anything into their engines. If anything goes in, that will create trouble. This thing should also be looked into.

Coming to the air terminal part of it, I read from the report by the Jha Committee on tourism that we are very badly off as far as air terminals go. Figures are given, and they say "the most lasting impression on the tourist mind is that of the treatment which he receives at the time of his arrival and departure. For him every minute spent at the airport is so much precious time lost, which he would rather spend at the Taj or some other rewarding venue". I must emphatically say that our airport terminal at Palam is a disgrace to our country! The very fact that it happens to be the nation's capital, the very heart of India, makes it more so. We have such a poor terminal at Palam that it is a shame even for any Indian passenger who comes there to be put unimaginable inconvenience as far as the baggage point goes. It

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is all right that the baggage comes quickly to the dispersal part, but then modern airliners carry 84 or 100 passengers at a time. They are all disgorged together, and when they come to the baggage part, it is a sheer scramble and a sort of free for all. There is not enough space for the baggage to be put, people just push and jostle each other, and I think that by the time a person is able to collect his baggage and put it in his car or bus, it is anything from 20 minutes to half an hour, or maybe more.

I shall, in conclusion, stress the fact that our terminals are inadequate to cope with the growing demands made on them. I am glad to note that finally, after 17 years, the Air Force and the Civil Aviation Department, have decided whose baby it is, and they are going to make a new terminal at Palam, but there are other cities also like Calcutta, Madras and Bombay. Though Bombay has a very good terminal, even that is not proving sufficient for the growing demand put by tourists coming into India. So, we must look into these terminals not only from the planning point of view, but from the point of view of facilities and amenities to be provided not only to the tourists, but to the staff who stay there working round the clock. They must have their basic amenities also.

The Caravelles going from here to Madras are at the moment about 40 per cent full and 60 per cent empty. I hope they will consider doing something about it. This flight could be put between Calcutta and Madras, and the Viscount could be sent from here to Madras direct, though it will perhaps infringe on the prestige that the gentlemen from Madras enjoy, because they think they are being cheated out of a direct jet flight to the capital.

Shri Balakrishnan (Koilpatti): What about the Caravelle which goes to Calcutta?

Shri Brij Raj Singh-Kotah: That is full.

Shri C. K. Bhattacharyya: That is more than full.

Shri Brij Raj Singh-Kotah: I should like to congratulate the IAC and Air India for maintaining very good service. Our fares compared with the world fares are among the lowest, if not the lowest, and I hope we will continue the splendid performance as we have been doing so far.

Shri C. K. Bhattacharyya: I will only put in one sentence. The Caravelles from Calcutta to Delhi and Delhi to Calcutta carry passengers to their full quota. To my knowledge, at least on one day they carried one passenger more than full quota of the plane.

Shri Hari Vishnu Kamath: That was overloading.

श्री ओंकार लाल बेरवा : सभापति महोदया, परिवहन और संचार मंत्रालय के बजट अनुदानों पर बोलते हुए मुझे ऐसा प्रतीत होता है कि इन मांगों के लिये पैसा बहुत कम दिया गया है और यहां भी राजस्थान को हर एक मामले में पीछे रखा गया । हालांकि हमारे मन्त्री जी भी राजस्थान के रहने वाले हैं तो भी राजस्थान को हर एक बात में पीछे रखा गया है ।

सब से पहले मैं हवाई सेवा के बारे में कुछ निवेदन करूंगा । हवाई सेवा इतनी असंतोषजनक रही है कि हम कुछ कह नहीं सकते । हमारे हवाई अड्डों के ऊपर कुछ पाकिस्तानी व चीनी जासूस इस तरह से घूमते फिरते है जिसका कि हमारी सी०आई० डी० कुछ पता नहीं लगा सकती । यह बड़े अफ़सोस के साथ कहना पड़ता है कि अभी कुछ वक्त पहले ही इसी दिल्ली की राजधानी में सफदरजंग हवाई अड्डे से श्री वालकाट दिन दहाड़े अपने हवाई जहाज को लेकर

उड़ गया और हमारी सी० आई० डी० और पुलिस देखती रहीं । मझे तो ऐसा प्रतीत होता है कि शायद हमारी पुलिस भी उनसे मिली हुई थी क्योंकि इस तरह से दिन में कोई व्यक्ति पुलिस के घेरे में से अपना हवाई जहाज लेकर निकल जाय, समझ में आता नहीं है । अब हवाई जहाज कोई चिड़िया तो थी नहीं जिसे कि वह बगल में चुपके से दबा कर निकल गया हो । हवाई जहाज को ले जाने के लिये बड़ा रन करना पड़ता है, आवाज होती है लेकिन इतने पर भी वह हवाई जहाज लेकर हवाई अड्डे से उड़ गया ।

दूसरी बात मैं निवेदन करना चाहता हूं कि हवाई सर्विस में दुर्घटनाओं की संख्या में इधर काफ़ी बढ़ती हुई है और इस डर के मारे हमारे उपराष्ट्रपति जी ने तो यहां तक कह दिया कि अब मैं रेल से सफ़र किया करूंगा । हालांकि उन्होंने कहा तो यह है कि रेल में सफ़र करने से जरा आम आदमियों से मेरा सम्पर्क अधिक होगा लेकिन दरअसल बात यह नहीं हो सकती क्योंकि अगर उपराष्ट्रपति जी रेल से जायेंगे भी तो उनके लिए उस में अलग से एक सैलून लगेगा और उनकी सुरक्षा के लिए १००० पुलिस आस पास और दूर दूर तक उनके इर्द गिर्द होगी और वैसी हालत में उनका जनता से अधिक सम्पर्क होने का सवाल ही पैदा नहीं होता है। दरअसल उन्होंने हवाई सेवा में जो आये दिन दुर्घटनाएं होती रहती हैं उसके डर के मारे उन्होंने यह कह दिया कि मैं रेल से ही सफ़र करना पसन्द करूंगा और ऐसा करने के लिए बहाना यह कर दिया कि इससे मेरा आदमियों से सम्पर्क हो सकेगा । यह जो आये दिन दुर्घटनाओं की बाबत हम सुनते हैं तो इन हवाई दुर्घटनाओं को रोकने के लिए हमारे तकनीकी कर्मचारियों को प्रोत्साहन नहीं मिलता है बल्कि मैं आप को बतलाऊं कि ४४ अधिकारियों ने तो चार वर्ष पहले ही इस्तीफ़ा दे दिया । जो सहूलियत इन तकनीकी लोगों को मिलनी चाहिए वह सहूलियत उनको मिलती नहीं है । मैं आप को बतलाऊं कि ६१ तकनीकी अधिकारियों में से १५ ने त्यागपत्र दे दिया और तीन वर्ष में ४४० कर्मचारियों में से १३ कर्मचारी नौकरी छोड़ कर चले गये । इसलिए मेरा निवेदन है कि तकनीकी कर्मचारियों को प्रोत्साहन दिया जाय और तकनीकी योग्यता के आधार पर उनकी तरक्की की जानी चाहिए । वह इंजीनियर्स जबकि बाहर उससे कहीं अधिक पैसा कमा सकते हैं जोकि हम उन्हें बतौर तनख़्वाह के देते हैं तो फिर आप स्वयं समझ सकते हैं कि वे हमारे पास कैसे टिक सकते हैं । इस पर हम कहते हैं कि हमारे देश में इंजीनियर्स की कमी है लेकिन मैं कहूंगा कि कमी तो रहनी ही है क्योंकि हम उनकी कद्र नहीं करते हैं । अगर उन इंजीनियर्स की कद्र की जाय तो आज जितने भी यह ऐक्सीडेंट्स होते हैं वह कम हो जायं । इसलिए मेरा निवेदन है कि तकनीकी लोगों को यानी इंजीनियर्स को उनकी योग्यता और जानकारी के आधार पर तनख़्वाह मिलनी चाहिए । हमारे इंजीनियर्स विदेशों में जा जा कर काफ़ी अच्छी तनख़्वाहें पाते हैं और चूंकि यहां उनको अच्छी तनख़्वाहें नहीं दी जाती हैं इसलिए योग्य व प्रशिक्षित इंजीनियर्स की हमारे यहां कमी बनी रहती है । मैं चाहूंगा कि हमारे जो इंजीनियर्स विदेशों में हैं उनको सब को बुलाया जाय और उनको देश के काम में लगाया जाय ।

दूसरी बात मै हवाई सर्विस के बारे में यह कहना चाहता हूं कि जब आपने हवाई सर्विस मध्य प्रदेश में पन्ना में चला दी तो क्या कोटा तक उसको ऐक्सटेंड नहीं कर सकते । आप उसे दिल्ली से जयपुर तक तो चलाते ही हैं तो जयपुर से आगे कोटा तक उसे चलाने में आप को क्या अड़चन है . . . .

श्री बृजराज सिंह-कोटा : ठीक कह रहे हैं आप ।

श्री ओंकार लाल बेरवा : अजी आप तो कोटा के लिए बोले ही नहीं । आप की राजधानी है । मुझे आप के लिए बोलना पड़ रहा है । अब आप तो कांग्रेसी हैं इसलिए इस तरह से साफ़ साफ़ यहां पर कह नहीं सकते लेकिन मैं तो कहूंगा ही क्योंकि मुझे तो कोई डर है नहीं । आप तो कोटे से चले गये हैं लेकिन मैं तो कोटा में ही हूं । अगर कोटा राजस्थान को जयपुर से मिला दिया जावे तो बड़ा सुभीता हमारे पर्यटकों को रहेगा । जयपुर से कोटा तक हवाई सर्विस होना बहुत जरूरी है क्योंकि कोटे में सूक्ष्म यंत्र का कारखाना लग रहा है व रूस की मदद से टूल्स प्लान्ट की फैक्टरी व अणु बिजली घर व गांधी सागर की वजह से काफ़ी पर्यटक आते हैं । इसलिए मेरा निवेदन है कि कोटा तक यह हवाई सेवा जरूर बढ़ा दी जाय ।

चित्तौड़गढ़, उदयपुर और जयपुर में आपने पर्यटकों के लिए कुछ होटल बना रखे हैं लेकिन मैं कहना चाहता हूं कि अणु बिजली घर व अन्य फैक्टरियों को देखते हुए कोटे में भी पर्यटकों के लिए अच्छे होटल सरकार की तरफ़ से होने चाहिएं । इसके साथ ही मध्यम वर्ग के पर्यटकों के लिए भी कोटे में १, २ होटल ऐसे बनाये जांय जहां रुपये दो, रुपये में वे अपना पेट भर सकें । इसलिए मेरा निवेदन है कि इस ओर भी ध्यान दिया जाय ।

जो मीटरगेज की रेलगाड़ी है वह तो आप जानते ही हैं कि १५–२० मील के हिसाब से चलती है और अगर उसमें बैठा जाय तो दो, चार रुपये तो कपड़ों के धुलाने में देने पड़ेंगे ।

16.00 hrs.

अगर यह व्यवस्था कर दी जाती है, तो बड़ी कृपा होगी ।

रिपोर्ट में बताया गया है कि राष्ट्रीय राज-मार्ग (नैशनल हाईवे) कार्यक्रम के अन्तर्गत तीसरी योजना में राष्ट्रीय राजमार्गों को अन्य सड़कों से मिलाने के लिए ३०० मील लम्बी सड़कें और ८५ बड़े पुल बनाये जायेंगे और लगभग ३००० मील लम्बी घटिया सड़कों को सुधारा जायेगा । तीसरी योजना में राजमार्गों को अन्य सड़कों से जोड़ने के काम में अब तक सिर्फ़ १२० मील लम्बी सड़कें बनाई गई हैं और २० बड़े पुल बनाये गये हैं और १२०० मील लम्बी घटिया सड़कों को सुधारा गया है ।

संकट-कालीन स्थिति में इस मंत्रालय ने डिफ़ेंस सम्बन्धी कुछ काम भी ले लिया है । उस ने ५३०० मील लम्बी नई सड़कें बनाने और २३०० मील लम्बी सड़कों की मरम्मत करने का काम ले लिया है । जब यह मंत्रालय अपने काम में ही प्रोग्रेस नहीं कर सका है, तो उस ने डिफ़ेंस के काम को क्यों हाथ लगाया? पहले उस को अपना काम पूर्ण करना चाहिए और उस में प्रोग्रेस करनी चाहिए । अभी तक ८५ में से केवल २० पुल बनाये जा सके हैं । मैं ने इस बारे में एक कट-मोशन भी दिया है, क्योंकि एक प्रदेश को दूसरे प्रदेश से मिलाने के लिए नदियों पर बड़े पुलों का बनाया जाना बहुत आवश्यक है । राजस्थान, मध्य प्रदेश और उत्तर प्रदेश को आपस में मिलाने के लिए यह बहुत आवश्यक है कि आगरा–बम्बई रोड पर कोटा को खातौली, शिवपुरी और ग्वालियर से मिलाया जाये । वहां पर एक पार-नदी का पुल पड़ता है, जो कि आगरा–बम्बई रोड को मिलाता है । अगर उस को मिला दिया जाये, तो यातायात में वृद्धि हो सकती है और काफ़ी इनकम भी हो सकती है ।

दिल्ली से बम्बई जाते वक्त कोटा का पुल पड़ता है । शायद उस पुल को बने हुए शताब्दियां हो गई हैं । वह इतना नीचा है कि चम्बल के चढ़ जाने पर आठ आठ दिन तक ट्रक इधर के उधर खड़े रहते हैं । अब बैराज का पुल बना दिया गया है, लेकिन उस पर

लोडिड ट्रक नहीं जाने दिये जाते हैं । वह केवल आदमियों के आने-जाने के लिए है । चम्बल में पानी चढ़ जाने पर दिल्ली आने वाला बम्बई का माल उधर पड़ा रहता है और बम्बई जाने वाला दिल्ली का माल इधर पड़ा रहता है । उस के आस-पास जितने पुल हैं, वे सब बन चुके हैं, जैसे बनास नदी का पुल, आगरा का पुल । ये पुल केन्द्र की तरफ़ से बनाये गये हैं और ऊंचे कर दिये गये हैं । कोटा के पुल के बारे में सुना गया था, लेकिन अभी तक कोई कार्यवाही नहीं की गई है । इसलिए मेरा निवेदन है कि यातायात को आगे बढ़ाने के लिए यह पुल बना दिया जाये । इस से यातायात को काफ़ी सुविधायें मिल सकती हैं ।

राष्ट्रीय राजपथों और अन्तर्राज्यीय सड़कों का उत्तरदायित्व केन्द्रीय सरकार पर है और औद्योगिक क्षेत्रों में पोषक सड़कों का उत्तरदायित्व राज्य सरकारों का है । हमारे राजस्थान में ऐसी सड़कों की दशा बहुत खराब है । मेरा सुझाव है कि राष्ट्रीय राजपथों और राज्य की सड़कों और ग्रामीण सड़कों के लिए एक कार्यक्रम बनाया जाये, जिस के अनुसार देश में सड़क परिवहन का विकास हो । यह आवश्यक है कि राज्य सरकारों को ऐसी सड़कों के लिए ज्यादा धन दिया जाये ।

सरकार की ओर से कहा गया है कि इस विषय में एक समिति बनाई जायेगी, जो इस बारे में देखभाल करेगी । लेकिन अभी तक उस के सम्बन्ध में कोई कदम नहीं उठाया गया है । इसलिए मेरा निवेदन है कि सरकार की ओर से इस तरह की कोई समिति या बोर्ड बना दिया जाये, जो देखे कि कहां से कहां तक क्या मिलाया जायेगा और क्या बनाया जायेगा ।

तीसरी पंच-वर्षीय योजना में पर्यटन के लिए सुविधाबें आदि देने के ख़र्च के लिए ८ करोड़ रुपये रखे गये हैं । इस में से साढ़े तीन करोड़ रुपये केन्द्रीय सरकार और साढ़े चार करोड़ रुपये राज्य सरकारें ख़र्च करेंगी । केन्द्र २,९२ लाख रुपये विदेशी पर्यटकों को सुविधायें देने पर ख़र्च करेगा और शेष ८५ लाख रुपये राज्य सरकारों को देश के पर्यटकों को सुविधायें देने के लिए दिये जायेंगे । राज्य सरकारें पूरा धन देश के पर्यटकों को सुविधायें देने पर ही ख़र्च करेंगी । १९६३ में १,४०,८२१ पर्यटक आये और १९६२ में १,३४,३६० पर्यटक आये । पर्यटकों की सुविधाओं के लिए मंत्री जी ने पहले कहा था कि हम ने ५० टैक्सियों और २५ ठेका गाड़ियों के लाइसेंस प्रत्येक राज्य में देने के लिए कह दिया है, लेकिन मुझे तो ऐसा प्रतीत होता है कि राज्य सरकारों ने इस ओर बिल्कुल ही ध्यान नहीं दिया है । जो भी पर्यटक आता है, वह या तो इधर उधर के किसी मिलने वाले की गाड़ी, या कम्पनी वालों की गाड़ी और या ठेला गाड़ी से अपना काम चलाता है । मेरा निवेदन है कि अगर राज्य सरकारें ५० टैक्सियां और २५ ठेका गाड़ियां न चला सकें, तो फिर केन्द्रीय सरकार की तरफ़ से उनका इन्तज़ाम किया जाना चाहिए ।

हमारे देश में जो विदेशी पर्यटक आते हैं, उन को दिखाने के लिए या तो आगरे का किला या इधर उधर के कुछ स्थान रखे हुए हैं । मेरा कहना यह है कि हमारे यहां बहुत से पुण्य स्थान हैं, पुराने स्थान हैं, जैसे चित्तौड़गढ़ उदयपुर और जयपुर में ऐसे स्थान हैं, नाथद्वारा है । केन्द्रीय सरकार उन को अपने हाथ में ले ले, उन की सारी देखभाल करे और वहां पर पर्यटकों के लिए सब सुविधाएं उपलब्ध कराए ।

माननीय मंत्री जी ने एक प्रश्न के उत्तर में बताया था कि बाहर से आने वाले पर्यटकों के लिए पर्यटन विभाग ने २३ गाइड और फोल्डर फ्रांसीसी भाषा में, २० जर्मन भाषा में,

[श्री ओंकार लाल बेरवा]

१७ स्पैनिश भाषा में और १२ इटालियन भाषा में छपवाये हैं और पर्यटन विभाग की अनुमोदित सूची में दिए गए और सक्रिय रूप से मार्गदर्शन का काम करने वाले कुल २२८ गाइडों में से केवल २९ गाइड अंग्रेजी के अलावा अन्य विदेशी भाषायें भी जानते हैं । इन में से १७ गाइड फ्रेन्च भाषा, ३ जर्मन भाषा, १ फ्रेंच और जर्मन भाषायें, ४ स्पैनिश भाषा, १ जापानी भाषा, १ फ्रेन्च और इटालियन भाषायें, १ फ्रेन्च, स्पेनिश और इटालियन भाषायें और १ जर्मन, स्पेनिश, इटालियन और अरबी भाषायें जानता है ।

इस में हिन्दी का कोई जिक्र ही नहीं है । हो गया खेल खत्म । जो हमारी अपनी भाषा है उस का नाम ही नहीं है

एक माननीय सदस्य : हिन्दी सब जानते हैं ।

श्री ओंकार लाल बेरवा : इस में दुनिया भर की भाषायें हैं, लेकिन हिन्दी का कहीं कोई जिक्र नहीं है । जिस हिन्दुस्तान को देखने आने वालों की सुविधाओं के लिए हम करोड़ों रुपया खर्च करते हैं, उस में हिन्दी भाषा का कोई नाम ही नहीं है । उस को लिस्ट में रखा ही नहीं गया है । जब हिन्दुस्तान की राष्ट्रीय भाषा के रूप में हम ने हिन्दी को अपनाया है, तो फिर वह भी इस में रखी जानी चाहिये ।

टूरिस्ट डेवलपमेंट कौंसिल ने यह सिफारिश की थी कि महात्मा गांधी से सम्बन्धित जो प्रसिद्ध स्थान हैं, वहां टूरिस्ट सेंटर बनाए जायेंगे । उस के लिए बहुत धन्यवाद । मैं उस से सहमत हूं, लेकिन महात्मा गांधी से पहले जो राष्ट्रीय देशभक्त थे, उन से सम्बन्धित स्थानों को भी टूरिस्ट सेंटर बनाया जाना चाहिये । उदाहरण के लिए शिवाजी हमारे देश के बड़े महापुरुष थे । उन के कारण ही आज हम को ये दिन देखने को मिले हैं । अभी अभी एक साल पहले जब महाराष्ट्र की गद्दी हिली थी, तो पंडित जी ने वहां जा कर उन का स्टैचू का अनावरण किया था और उस को माला पहनाई थी । शिवाजी की राजधानी रायगढ़ थी । क्या हम ऐसे स्थानों को टूरिस्ट सैंटर नहीं बना सकते ? ऐसे स्थानों को टूरिस्ट सेंटर बनाया जाना चाहिये । राजस्थान में भी कई एक महत्वपूर्ण स्थान हैं । चित्तौड़गढ़, हल्दी घाटी और नाथद्वारा ऐसे स्थान हैं, जहां के वीरों ने एक एक कण बलिदान किया था । उन के कारण ही हम को ये दिन देखने को मिले हैं । ऐसे स्थानों को टूरिस्ट सैंटर बनाया जाना चाहिए, जिस से विदेशी पर्यटक वहां जायें और हमारे देश का गौरव बढ़े ।

श्री बृज राज सिंह-कोटा : कोटा को भी बनवा दें ।

श्री ओंकार लाल बेरवा : कोटा में तो कोई पैदा ही नहीं हुआ । आप हुए थे, लेकिन आप बात ही नहीं करते हैं ।

आसाम और बंगाल के बीच माल के परिवहन की व्यवस्था को सुधारना बहुत आवश्यक है । पीछे पाकिस्तानी कर्मचारियों ने कलकत्ता के डाक में जो हड़ताल कर दी थी, उस के कारण आसाम को माल पहुंचना मुश्किल हो गया था । इस बात को दृष्टि में रखते हुए यह काम और भी आवश्यक है । मैं चाहता हूं कि पाकिस्तानी कर्मचारियों की जगह पर जल्दी से जल्दी भारतीय कर्मचारी बहाल किये जायें । देश की सुरक्षा की दृष्टि से यह बहुत उचित कदम होगा ।

शिपिंग—जहाजरानी—का विस्तार तेजी से होना चाहिये । विदेशों से माल मंगाने में विदेशी कम्पनियों को काफी भाड़ा देना पड़ता है, जिस में विदेशी मुद्रा खर्च होती है । हम को सिर्फ पिछले एक साल में ही विदेशों से

अनाज मंगाने के लिये जहाजों के भाड़े के रूप में ३५,२३ लाख देने पड़े ।

16.05 hrs.

[MR. DEPUTY-SPEAKER *in the Chair*]

अब मैं दिल्ली की बस सर्विस के बारे में कुछ शब्द कहना चाहता हूं । दिल्ली की बस सर्विस से इस साल में ३६२० एक्सिडेंट हुए । हम कलकत्ता, बम्बई और दुनिया भर की बात करते हैं, लेकिन जिस दिल्ली में हम लोग बैठे हैं, उस की बस सर्विस का यह हाल है कि ३६२० एक्सिडेंट्स उस के कारण हुए, जिन में १३८ आदमी मरे और १९६ आदमी घायल हुए । इस लिये यह आवश्यक है कि इस में संतोषजनक सुधार हो और बसों की संख्या बढ़ाई जाये । दिसम्बर, १९६३ तक ८५१ बसों का बेड़ा यहां पर चलता था, जिसे अगले एक दो वर्षों में दुगना किया जाना चाहिये । अगर इस के लिए बसों का अभाव है, तो निजी बस संचालकों को खास खास मार्गों पर अपनी बसें चलाने की अनुमति दी जानी चाहिये । उन को जरूर अनुमति मिलनी चाहिये ।

दिल्ली में आने वाले पर्यटकों की संख्या बहुत बढ़ रही है । जिस हिसाब से इन की संख्या बढ़ रही है, उसी हिसाब से यहां होटलों का बढ़ना भी बहुत जरूरी है । साधारण लोगों के लिए एक जनता होटल की स्थापना की जानी चाहिये । इस के बारे में सुझाव पर पिछले कुछ समय से विचार हो रहा है, लेकिन अभी तक इस दिशा में कोई सन्तोषजनक प्रगति देखने को नहीं मिली है । मैं समझता हूं कि एक काफी बड़ा जनता होटल खोला जा सकता है जिस में पांच रुपया प्रतिदिन से अधिक एक कमरे का किराया नहीं होना चाहिये । इस से जो साधारण पर्यटक हैं या मध्यम श्रेणी के जो पर्यटक हैं, उन को सुविधा होगी ।

Mr. Deputy-Speaker: Shri Subramanyam.

श्री कछवाय : उपाध्यक्ष महोदय, हाउस में कोरम नहीं है ।

Shri T. Subramanyam (Bellary): Mr. Deputy-Speaker, Sir. . . .

Mr. Deputy-Speaker: He may resume his seat. Quorum has been challenged. The Bell may be rung. Now there is quorum. But I would request hon. Members to sit inside the House.

An Hon. Member: Lobby is part of the House.

Mr. Deputy-Speaker: Shri Subramanyam may proceed now.

Shri T. Subramanyam: Sir, in the context of the emergency and the availability of limited resources, the Ministry has done well in the current year, and therefore I congratulate them and support the Demands.

Sir, the progress of a country industrially depends upon the full utilisation of the various modes of transport—roadways, railways, airways, inland waterways and shipping. In the west they have attended to all these things and made remarkable progress. We must also do the same thing here. We were expecting a sort of a report with regard to the co-ordination of these various modes of transport on a long range basis from the Neogy Committee. I will only say at present that we were denied this unique, shall I say, privilege. We were not happy to receive it. I shall not go into it further. But there is the utmost need to have a long range policy to co-ordinate these things, and I hope the Government will take it up and fulfil this need.

The road expenditure in the Third Five Year Plan is to be Rs. 416.3 crores. Of this, Rs. 125 crores is in the central sector and of this about Rs. 76 crores would be for the emergency roads in NEFA etc. Then, the surfaced roads have to increase from 147,000 miles in 1960-61 to 172,000 miles in 1966. The first two years are expected to add about 11,000 miles with regard to national highways. The programme has been to attend to the

[Shri T. Subramanyam]

construction of missing road links, bridging the un-bridged river crossings and improving the existing low-standard at sectors. In this context, I am glad that the Ministry has taken up the Sholapur—Chitaldurg road, which was an old road, Highway No. 16. Since it has been included in the programme, I hope the Ministry will expedite the completion of this road.

Then there are some State roads of inter-State economic importance for which Central aid is given. In 1963-64, Central financial assistance for widening the Hubli-Karwar road up to two lines in Mysore has been taken up. There has been a grant of Rs 42.7 crores, which is in addition to the previous grant made for this. This additional allotment is due to the change in the specifications of the road. This road is very important because it has to caryy iron ore to Karwar, Tellichery and other ports. I have met people who have experience of carrying this traffic by lorries, 10 to 15 ton lorries. Their vechicles get damaged and they are not able to fulfil the task. So, many of them give up the business. I am glad this road has been taken up. it will improve the conveyance of iron ore to Karwar and Tellicherry.

In this context, I will say one thing. There should be a link from Hospet to Gadag. Now there are roads or proposals for roads from Hospet to Hubli and from Hubli to Karwar. If there is no link between Gadag to Hospet it will add to the complications and difficulties. As only two very small bridges are to be put up on this road, I suggest that this road should also be taken up.

Now the west coast road has been taken up. It will cover 763 miles, including a portion in Goa. The estimated expenditure on that project will be Rs. 24·42 crores. I welcome that project.

The Planning Commission has now suggested that simultaneous steps should be taken to prepare a transport plan in broad outline for the period ending 1975-76 and in detail up to 1970-71, which will be the end of the Fourth Plan. I hope that the transport needs and requirements will receive a fairer deal in at least the Fourth Plan. I know that the Minister has been trying his level best to make the transport position as satisfactory as possible. So, I hope it will get a fairer deal in the Fourth Plan.

I will say just one word in regard to road transport. The production of commercial vechiles is expected to reach 365,000 from 200,000 in 1965-66. The Inter-State Transport Commission is taking adequate measures to facilitate long distance inter-State traffic, for which a provision of Rs. 23·2 crores has been made.

In this context, I will say one thing. I am anxious that nationalisation of road transport should prove a success. So, the Transport Ministry should get reports from various States with regard to income and expenditure of the nationalised undertakings so that we may have the full picture of the whole country. We are anxious to succeed from the point of view of efficiency. Also, it should earn more profits so that it can be ploughed back and there will be more of investment in the nationalised undertakings.

With regard to road construction equipment I must say that the indigenous production of road rollers has been in full swing and this import has practically been banned. To meet the requirements of some roads to be constructed against credit to be provided by International Development Association, the receipt of equipments particularly earth-moving, earth compaction equipment and stabilisers, is causing delay in the completion of roads. Therefore there will be some delay in the completion of roads from 1964 to 1966.

The Directorate of Transport Research has undertaken research in respect of various forms of transport. Here I want to say that the bullock cart has been in vogue in lakhs of villages in India. Yet, it has not undergone any change. In these days of science and technology, when phenomenal progress has been made in research. I am sorry to say that we have not been able to register any improvement with regard to bullock carts. It may sound somewhat amusing, yet I submit that in view of the presence of millions and crores of bullock carts in our country, particularly in the villages, this problem should be attended to by the research section.

Then, I say a word about ports. Attention to the development of major ports is given in the context of growing number of large-sized vessels visiting these ports and the need for modernisation and mechanisation of cargo handling and operational facilities. This attention is given because of the ports receiving large-sized vessels. Our ports are not meant to receive these large-sized vessels. They should be enabled to receive large-sized vessels and do cargo handling and all that. I must say a word about Manglore port. The development of this major port was included in the Third Plan. The project is estimated to cost of Rs. 15·63 crores. The Lay-out has been approved by a high-level technical committee. A new harbour will be located in Parambur, north of the Gurpur river and the preliminery steps have been taken as the appointment of staff, acquisition of land and all that. The sanction has been given for the construction of staff quarters and other things. I suggest that this may be expedited and other ports like Karwar and Belukeri should be attended to because it is proposed that 1 million tons of iron ore are to be exported from these ports and harbour facilities should be provided here. So that they may be able to fulfil their role.

Then, I come to tourism. Till 1960, our record on tourism was very encouraging and heartening. But from 1960 onwards, it registered a slowing down record and then an *ad hoc* committee was appointed to go into the reasons as to why there had been a slowing down and all that. A total number of 1,40,821 foreign tourists visited India in 1963 and in 1962 the number was 1,34,360. I would now just quote figures with regard to the United Arab Republic. Our country is much larger with greater resources and more places to see, but in spite of that we have not been able to come up and fulfil the expectations. I know hon. Minister, Shri Raj Bahadur is doing his best and he has been in terrible earnest to improve our tourist traffic by way of promoting hotel facilities, conveyance, etc. But somehow we are not recording a good progress as we ought to.

The latest figures received from the International Union of Official Travelling Organisation in respect of the various countries of the world show that in 1963, the United Arab Republic, Egypt, had 404,109 tourists. Of these, 132,682 tourists came from Europe alone. It may be worth mentioning that 32,463 came from U.S.A., Canada and South America and 1,51,393 came from the neighbouring Arab countries. In 1962, the number of foreign tourists who came to the United Arab Republic was 291,308. We have to improve because this is a good foreign exchange earner and the people who come here must carry good impressions of our country. Even Ambassadors come to this land. Goodwill has to be established, good contacts have to be established and friendly and cordial relations have also to be established. Therefore, we have to do our utmost to improve and promote the tourist traffic. Then, I may point out that the income from this has been only Rs. 20 crores per annum. There should be a Tourist Development Council, a principle advisory body at the national level.

[Shri T. Subramanyam]

There have been several tourist bungalows which have been constructed during the Second Plan, about a dozen, and besides these there were other tourist bungalows under the Ministry at Sanchi, Udiapur, Mahabalipuram, etc. Of these, only 3 places have been able to secure private caterers and all the others are managed departmentally. Besides these, some restaurants also have been constructed. Now, there is a proposal to open restaurants at Ellora, Ajanta and Elephanta and other places. The restaurants at Taj Mahal in Agra and at Hampi are under construction. The hon. Minister had come to Hampi some time back, and, therefore, he knows the locality. Hampi is a place where the previous historic grandeur and the future development and progress meet in one of the most historical and beautiful settings. Hampi was the site of the Vijayanagar Empire. There is also the Tungabhadra dam there. There is also another place called Ramandrug, which is a very good hill-station there. If all these three are connected together under a system of tourist attraction centres, I am sure we shall be able to make a good headway and we shall be able to secure very good earnings.

At the instance of the Directorate of Tourism, the National Productivity Council of India had appointed a study team on the hotel industry to make studies on the hotel industry. They had gone to Japan and USA etc. and picked up some very good ideas. I am sure these ideas will be implemented so that we can make tourism a success.

Shri Jashvan Mehta (Bhavnagar): The Transport Ministry is an important Ministry. At the time of the present crisis when we are faced with two enemies on two frontiers, and when Government have embarked upon a programme of defence and development, this Ministry has to play a very important role. The main function of the Transport Ministry is one of the co-ordination.

I would like to draw the attention of the House to the fact that in 1959, the Neogy Committee was appointed for the main task which this Ministry has to perform. We have to judge the performance of this Ministry from this aspect. When this committee was appointed, and also at the time of the formulation of the transport policy in the Third Plan it was expected that the contribution of the committee would be helpful. Questions have been asked about the Neogy Committee so many times in this House. We have come to know from the press that the chairman of the committee has resigned. I would like to ask the hon. Minister to clarify the position, because the main function of co-ordination is still in doldrums.

The Ministry has to lay down the important policy and has to co-ordinate all our means of transport, and in this important task the Ministry is failing. The result is that at this critical juncture when we are laying more emphasis on defence and development, when our industrial production is also going ahead, we will have to face a bottle-neck in the matter of transport in future. We would like to know from Government what time Government will take to lay down the policy of co-ordination.

So, when we look at the achievements of this Ministry from that angle, I must say that the work of the Ministry has not been complete. There are also other problems interlinked with this problem. One such is the absence of a uniform taxation policy. I would like to point out that different standards prevail in different States. When the Centre has taken up this task and we find that they have not been able to co-ordinate the policy, I do not know how far we can say that they have been success-

ful in this matter. A British transport economist working in the U.K. Ministry of Transport, Mr. Bonavia, was called here to study the problem and report. He was to give his report to the Committee. If we look at the problem of taxation, we find that there is no relation between the tax collected and the money spent on road development. The revenue from roads in the Third Plan was estimated something like Rs. 750 crores. The provision for roads is Rs. 325 crores; after this there has been an addition due to the defence programme being taken up. This expert has also said:

> "Therefore seems to be a case for establishing some relationship between investment in road vehicles and investment in roads. There should be a link between receipts from motor vehicles on the one hand and expenditure on roads on the other".

The Government should therefore look into this aspect. Unless a uniform policy of taxation is laid down, we cannot go ahead. This is a burning problem. With their limited resources, State Governments are also representing to the Centre that this is one of their important sources of revenue. So, the responsibility and duty of the Centre is to try to co-ordinate as early as possible for the purpose of future development.

The third point—an important one —is the development of roads. In 1943, the Nagpur Plan was prepared. Replying last year to the debate, the hon. Minister stated that we have successfully carried out the Nagpur Plan and have gone further ahead, and taken up another new plan, a 20-year development plan. I would ask how many States are lagging behind in terms of the Nagpur Plan standards, and what time all the States will take to reach the target envisaged in the Nagpur Plan. If we look at the road map of the country, we see that in different States, different situation prevails. The figures as on 31-3-61, are as follows (per 100 square miles): West Bengal, 119, Punjab 40, Kerala 82, Madras 59, Gujarat 21. This shows that there is regional imbalance. The main task of the Ministry to see that there is uniform development all over the country so that regional imbalance may not be created. This is a vital matter because road development plays an important role in the development of the country's economy. So if many States are behind schedule plan, what is the Ministry thinking to cope with the task which is a heavy one.

I will only mentinn the position regarding Gujarat State. The hon. Minister is aware of the situation. He attended in Ahmedabad the Gujarat Transport Seminar. Then it was represented that Gujarat was behind the schedule by 41 per cent at the end of the Second Plan. At the end of the Third Plan, Gujarat will be behind by 35 per cent. But the country would have gone ahead by 14 per cent above the Nagpur Plan. It shows that some States lag behind in transport development and should be given first priority in allocation of funds.

In the light of the emergency, more emphasis was laid on the development of border roads, and rightly Government allocated further funds for the purpose. But, as we have taken up programme in Assam, Bengal and other border States, it should be taken up in the Rajasthan and Kutch border areas also as they are lagging behind in this respect. Priority should be given to this by Government.

Then I come to allocation of funds for major and minor ports. Substantial allocations have been made for the development of major ports. The Calcutta scheme is for Rs. 25 crores, other schemes for Rs. 28 crores, the Bombay scheme is for Rs. 26 crores, the Madras scheme is for Rs. 7 crores and the Vishakapatnam scheme is for Rs. 4

[Shri Jashvant Mehta]

crores. We have 150 minor ports in this country, and for these 150 minor ports the allocation is only Rs. 15 crores. With changing conditions and the changing industrial situation, with increasing exports and imports, these minor ports are also playing an important role in the development of our country. Up till now the minor ports were handling 6 million tons, now they are going to handle 9 million tons of cargo. So, they require more attention.

Coming to inland water transport. The Third Plan mid-term appraisal report presented to the House stated that progress on schemes of inland water transport was slow. This is one of the main lacunae in the development of transport in this country.

Inland water transport is going to play a very important role and some attention should be paid for its development to the advantage of the country and its economic development.

The All-India Federation of Port and Dock Workers demanded a wage board six years ago. The labour tripartite conference has also supported them and suggested that Government should appoint a wage board. Their strength is 250,000. The Labour Minister assured that he would look into the matter, and assured the representatives of the union that he was for appointing a wage board. In the circumstances, I do not know why the Ministry is hesitating to concede the Demand.

We are proud of the functioning and performance of Air India. It has got a good reputation in the country and outside. But one important aspect to be looked into is the grievances represented on behalf of the employees of Air India. I shall conclude in a few minutes. There is no application of labour laws. They are also demanding acceptance of tripartite decisions, joint management and labour participation. Ultimately, in the public sector, they are partners of the enterprise. People are expecting a fair deal from the public sector concerns. Their demand is: gratuity and bonus and also provident fund at 8 and 1⅓ per cent or even 8 per cent on basic pay and dearness allowance. So, I request the Minister to look into their grievances and do the needful in the matter.

श्री श्रीनारायण दास : (दरभंगा): उपाध्यक्ष महोदय, देश की अर्थ व्यवस्था में यातायात का महत्वपूर्ण स्थान सर्वविदित है । देश में कृषि और उद्योग सम्बंधी जो विकास हो रहा है उसके लिए जिस अंश में यातायात के साधन की आवश्यकता है यह पूरी नहीं होती है । थोड़े ही दिन की बात है कि यातायात की कठिनाई की वजह से हमारे औद्योगिक संस्थान जितने हैं उनका पूरा पूरा उपयोग नहीं हो पाता था । कोयले के उठाने में भी बहुत कठिनाई हो रही थी । ऐसी हालत में यातायात के साधन पर ध्यान देना आवश्यक है । यह बात सही है कि हमारे देश में अभी यातायात का मुख्य साधन रेलवे रहा है और रेलवे का विकास, मेरा जहां तक ख्याल है, संतोषजनक कहा जा सकता है फिर भी जिस प्रकार हमारे देश में कृषि सम्बंधी तथा उद्योग सम्बंधी उन्नति हो रही है उस के लिए अन्य साधनों की भी आवश्यकता है ।

यह खुशी की बात है कि अब यातायात का अलग एक मंत्रालय बन गया है । अब तक सब विषयों को ले कर एक मंत्रालय था और पूरा ध्यान विशेष कर सड़क के विकास के लिए नहीं दिया जा सकता था । लेकिन अब ऐसा विश्वास किया जाता है, ऐसा समझा जाता है कि अब इस एक अलग मंत्रालय के खुल जाने से देश के अन्दर जो सड़क या जलपथ या दूसरे साधन हैं यातायात के, उनका पूरा

विकास होगा । जैसा कि माननीय सदस्य ने बतलाया था कि अभी हमारे देश में जो सड़क की व्यवस्था की गई है वह बहुत ही असन्तोषजनक है । जहां अमरीका में एक लाख जनसंख्या पर रोड माइलेज २५०० है, यू० के० में रोड माइलेज ३९२ है, फ्रांस में ९३४ है वहां हिन्दुस्तान में एक लाख की जनसंख्या पर रोड माइलेज सिर्फ ६७ है । इसी तरीके से प्रत्येक वर्ग मील पर यू० एस० ए० का जहां १.०३ है, यू० के० का १२.०२ है, फ्रांस का १.८४ वहां हिन्दुस्तान का केवल ०.२ है । इससे स्पष्ट हो जाता है कि अभी हम सड़क के यातायात में बहुत पीछे पड़े हुए हैं । यह बात सही है कि प्रथम पंचवर्षीय योजना और द्वितीय पंचवर्षीय योजना में बहुत कुछ तरक्की हुई है लेकिन हिन्दुस्तान जैसे देश के लिए जहां लगभग ६ लाख गांव है उन सभों के लिए यातायात का प्रबंध करना यह महा कठिन काम है । फिर भी जो तरक्की हुई है वह संतोष का विषय है । सन् १९५०–५१ में सरफैस्ड रोड का माइलेज ९७,५०० था वह सन् १९६०–६१ में अर्थात १९६१ तक १,४४,००० तक पहुंच गया और आशा की जाती है कि सन् १९८१ में सरफैस्ड रोड माइलेज बढ़ कर २,५२,००० हो जायेगा ।

जहां तक अनसरफैस्ड रोड माइलेज का सवाल है वह सन् १९५०–५१ में १,५१,००० था, सन् ६०–६१ में बढ़ कर वह २,५०,००० हो गया और आशा की जाती है कि सन् १९८१ में वह बढ़कर ४,०५,००० हो जायेगा । यह संतोष की बात कुछ कही जा सकती है लेकिन उपाध्यक्ष महोदय, जिस तरीके की व्यवस्था अभी है वह किसी भी प्रकार से संतोषजनक नहीं कही जा सकती है । जरूरत इस बात की है कि सड़क निर्माण का काम तेजी से आगे बढ़ाया जाय । इस सम्बंध में मैं कहना चाहता हूं कि अभी जो सेंट्रल रोड फंड है उसमें मोटर स्प्रिट पर जो ड्यूटी है वह साढ़े १५ आने पर गैलन पड़ती है । जब ६ आने और ८ आने मोटर स्प्रिट का टैक्स था उस समय हमने ढाई आने पर गैलन के हिसाब से दे कर एक सेंट्रल रोज फंड कायम किया था । राज्य की सरकार भी उसका अनुदान के रूप में उपयोग करती है और केंद्रीय सरकार भी उस फंड के शासन में खर्च करती है । इतना समय नहीं है कि मैं यहां पर उसे विस्तार में बतलाऊं लेकिन मैं समझता हूं कि आज से २०–२५ वर्ष पहले जो ढाई आने प्रति गैलन के हिसाब से ड्यूटी का हिसाब लगा कर एक सेंट्रल रोड फंड कायम किया गया था वह पर्याप्त नहीं है । आल इंडिया मोटर वैहिकल्स टैक्सेशन इनक्वायरी कमेटी ने सिफारिश की थी कि उस ढाई आने को बढ़ा कर ८ आने कर दिया जाये । उसने यह भी कहा था कि हिन्दुस्तान के जो गांव है वह बहुत पिछड़े हुए हैं, उनकी आर्थिक उन्नति नहीं हो रही है, उस का एक मुख्य कारण यातायात का अभाव है । उस यातायात के अभाव को पूर्ति करने के लिए आल इंडिया मोटर वैहिकल्स टैक्सेशन इनक्वायरी कमिशन ने कहा था कि साढ़े ४ आने प्रति गैलन की दर से मोटर स्प्रिट पर की ड्यूटी हटा कर अलग एक फंड कायम किया जाय देहाती सड़कों के उत्थान के लिए । टैक्सेशन इनक्वायरी कमिशन ने १९५३–५४ में जो अपनी रिपोर्ट दी थी उस में खास करके कहा था कि देश के गांवों में यातायात के साधन का बहुत अभाव है । इस लिए जो सेंट्रल रोड फंड अभी है उसके अलावा एक आल इंडिया रूरल कम्युनिकेशन फंड भी स्थापित करना चाहिए । उस ने जोरदार शब्दों में यह सिफारिश की थी कि जो मोटर स्प्रिट पर टैक्स लगा हुआ है उस में से साढ़े ४ आने प्रति गैलन की दर से जो ड्यूटी आये वह इस आल इंडिया रूरल कम्युनिकेशन फंड में दे दी जाये । मालूम नहीं कि सरकार ने उस पर क्या विचार किया । यह बात सही है कि जो प्लान हमारा देश में अभी बना है उस प्लान के मुताबिक कुछ रुपया देहाती सेड़कों के सुधार के लिए भी दिया जाता है और जैसा कि नागपुर प्लान में कहा गया था और पीछे अभी जो हमारे स्टेट के और सेंट्रल

[श्री श्रीनारायण दास]

गवर्नमेंट के इंजीनियर्स ने मिल कर जो प्लान बनाया है उसमें कहा है कि कोई भी गांव सड़क से ३ मील से अधिक की दूरी पर न रहे । मैं समझता हूं कि वह आदर्श हमारे सामने रखा गया है । वह तब तक पूरा नहीं हो सकता है जब तक कि यह देहाती सड़कों के सुधार के लिए रूरल इंडिया रूरल कम्युनिकेशन फंड अलग न कायम किया जाय और सरकार साढ़े १५ आने जो ड्यूटी लगाती है प्रति गैलन के हिसाब से उसमें से साढ़े ७ आने उस फंड के लिए अलग न निकाल ले ।

दूसरी बात जो मैं कहना चाहता हूं वह यह है कि सड़क निर्माण के लिए जिन जिन मशीनरियों और सामान की जरूरत होती है उनकी वजह से भी राज्यों के अन्दर यह काम बहुत आगे नहीं बढ़ रहा है । यह बात सही है कि राज्य सरकारें सड़क पर काफी खर्च नहीं कर सकती हैं । इस सम्बन्ध में मैं एक सुझाव यह भी रखना चाहता हूं कि केन्द्र में और राज्य में भी एक अलग फंड रोड फाइनेंस का होना चाहिए । बजट पर निर्भर रहने से काम नहीं चलेगा । इस लिए हर साल बजट में सड़क निर्माण के लिए प्राविजन होगा इस पर निर्भर रहने से यह काम ठीक से नहीं होगा । चाहे केन्द्र की सरकार हो और चाहे प्रदेश की सरकार हो इससे अनिश्चितता रहती है । अगर सड़क निर्माण के लिए अलग फंड कायम कर दिया जाय केन्द्र में और राज्यों में भी ताकि सरकार की आमदनी की एक निश्चित रकम उस फंड में हर साल रखी जाय और वह लैप्स न करे, ऐसा फंड अगर अलग से निर्माण किया जायेगा तो मैं समझता हूं कि केन्द्र की जो जवाबदेही है और राज्य सरकारों की जो जवाबदेही सड़क निर्माण के बारे में है वह पूरी हो सकेगी ।

मैं यहां यह भी कहना चाहता हूं कि कुछ हमारे राष्ट्रीय राजपथ हैं और जोकि केन्द्र की जिम्मेदारी है । उनके निर्माण, उनकी मरम्मत और उनको ठीक से रखना उनका काम है जहां तक मेरा पता है, स्वतंत्रता के पहले हमारे देश में जो राष्ट्रीय राजपथ थे वह १३,४१६ मील के थे और अभी एक प्रश्न के उत्तर में माननीय मंत्री ने बतलाया था कि वह अभी १४,६२५ ही हो सके हैं । इससे पता चलता है कि केन्द्रीय सरकार ने भी जिसकी कि मुख्य जिम्मेदारी है राष्ट्रीय राजपथ निर्माण करना उसने काफी प्रगति नहीं की है । राष्ट्रीय राजपथ के अन्तर्गत जो १४,६२० मील की सड़कें हैं, उन में भी बहुत सी ऐसी जगहें हैं, जहां नदियों पर पुल नहीं हैं और बहुत सी ऐसी जगहें हैं, जिन का एक दूसरे से सम्बन्ध नहीं है ।

पिछले सात आठ साल में केन्द्रीय सरकार ने सिर्फ राष्ट्रीय राजपथ की मिसिंग लाइन्ज को पूरा करने में और पुलों के निर्माण में ज्यादातर रकम खर्च की है । मैं समझता हूं कि यह पर्याप्त नहीं है । आज हमारे देश में जिस द्रुत गति से आर्थिक व्यवस्था का विकास हो रहा है, उस में यातायात की सुविधायें कम होने के कारण हमारे उद्योग-धंधे और कृषि का विकास रुक सकता है । इस लिए मैं चाहता हूं कि भारत सरकार और माननीय मंत्री जी इस बात पर विचार करें कि सड़कों के निर्माण के लिए एक अलग निधि की व्यवस्था हो और इस काम को प्रति-वर्ष के बजट के एलाटमेंट पर निर्भर न रहना पड़े । मैं यह भी सुझाव दूंगा कि मोटर स्पिरिट पर जो साढ़े पंद्रह आने प्रति गैलन ड्यूटी लगाई जाती है और जो दूसरे मोटर व्हीकल्ज के टैक्सिज हैं, उन सब को सड़कों के निर्माण पर ही लगाना चाहिए ।

जल मार्ग, थल मार्ग और वायु मार्ग— जितने भी यातायात के साधन हैं, उन में कोआर्डिनेशन होना जरूरी है । इसी लिए आज से कुछ बरस पहले नियोगी कमेटी की स्थापना हुई थी । उस कमेटी ने एक अन्तरिम

प्रतिवेदन दिया था, जिस को सरकार ने कुछ हद तक काम में लाया है । लेकिन मैं समझता हूं कि जिस देश में योजनाबद्ध काम हो रहा है, उस में अगर रेलवेज, सड़क परिवहन, वायु के यातायात और जलपथ के यातायात का समन्वित और विकासबद्ध कार्य नहीं होगा, तो आगे चल कर रुकावट पैदा हो सकती है । इस लिए मैं माननीय मंत्री जी से कहूंगा कि श्री नियोगी की जगह जो नये चेयरमैन बने हैं, उन से इस बारे में बातचीत की जाये कि चूंकि यह एक बहुत ही महत्वपूर्ण प्रश्न है, इस लिए अगर चतुर्थ पंच-वर्षीय योजना के पूर्व ही रिपोर्ट आ जाये, तो फिर हम रेलवेज के साथ साथ यातायात के दूसरे साधनों का समन्वित विकास करने में सफल हो सकेंगे ।

हमारे देश में रेलवेज, सड़क, वायु और जलपथ, ये यातायात के चार साधन हैं । इन में से तीन साधनों की तरफ़ तो थोड़ा बहुत ध्यान दिया गया है लेकिन जहां तक जलपथ के यातायात साधन का सम्बन्ध है, जो कि सब से कम खर्चीला है, जिस में किसी पूंजी की जरूरत नहीं होती है, उसकी तरफ़ पूरा पूरा ध्यान नहीं दिया गया है । आज से पांच छः बरस पहले मि० गोखले की अध्यक्षता में एक कमेटी बनी थी, जिस ने एक रिपोर्ट पेश की थी । उस रिपोर्ट के मुताबिक कुछ काम भी सरकार ने किया है । मैं समझता हूं कि उस रिपोर्ट में कहा गया था कि हमारे देश में विभिन्न नदियों में जल-मार्ग से परिवहन आदि की व्यवस्था करने के लिए पंच-वर्षीय योजना में काफ़ी रकम रखी जानी चाहिये । जहां तक मेरा ख्याल है, उस कमेटी ने सिफ़ारिश की थी कि इनलैंड वाटर ट्रांसपोर्ट के लिए तृतीय पंच-वर्षीय योजना में कम से कम पचास या पचत्तर करोड़ रुपये रखे जायें । जहां तक मुझे ज्ञात है, तृतीय पंच-वर्षीय योजना में इस सम्बन्ध में अभी तक केवल साढ़े सात करोड़ रुपये रखे गये हैं ।

गंगा - ब्रह्मपुत्र बोर्ड का निर्माण हुआ है, लेकिन अभी तक गंगा में जल के यातायात की व्यवस्था नहीं की जा सकी है । मंत्रालय की रिपोर्ट में इनलैंड वाटर ट्रांसपोर्ट के सम्बन्ध में सिर्फ़ एक पेज पर जिक्र किया गया है । लेकिन हम को मालूम नहीं कि गंगा-ब्रह्मपुत्र बोर्ड ने और जो दूसरा बोर्ड बनाया गया है, उन ने कितना काम किया है और उन को कितनी सफलता मिली है । मैं माननीय मंत्री जी से अनुरोध करूंगा कि वह इस ओर विशेष रूप से ध्यान दें और गोखले कमेटी की दूसरी सिफ़ारिशों को भी काम में लाने का प्रबन्ध करें, ताकि हमारे देश में यातायात के सभी साधनों का पूरा पूरा विकास हो सके ।

Mr. Deputy-Speaker: Shri Mohiuddin—

The Deputy Minister in the Ministry of Transport (Shri Mohiuddin): Mr. Deputy-Speaker, Sir,.....

श्री कछवाय : उपाध्यक्ष महोदय हाउस में क्वोरम नहीं है ।

Mr. Deputy-Speaker: The hon. Deputy Minister may kindly resume his seat. Quorum has been challenged. The Bell may be rung.

I am very sorry. This is the fourth or fifth time that the Bell is being rung today. It is very awkward for the Chair to wait like this for five minutes. The House stands adjourned till Eleven O'Clock tomorrow.

16.59 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 24, 1964/Chaitra 4, 1886 (Saka).

GMGIPND—LS II—2617 (Ai)LS—3-4-64—980.